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Bergen and Kaspar Streich. In 1887 Seymour King with the Valaisan guides Ambros Supersaxo and Anthamatten climbed the Kingspitz. The most famous name associated with this range is that of the intrepid explorer Gertrude Lowthian Bell, famous not only as a mountaineer but also for her journeys in Arabia. She made a series of new climbs in this region, and I remember well as a boy meeting her in Grindelwald after her first ascent of the peak which still bears her name, the Gertrudspitze.

Rosenlauri has everything which the mountaineering novice could desire. Forty minutes takes him from the Hotel to a splendid group of boulders on which I have seen Glatthard illustrate all the refinements of the modern rock climbing technique. In less than two hours the novice can reach a glacier on which to practise step cutting. The Wetterhorn is one of the classical mountains of Alpine history, an easy peak on which to begin one's climbing. But anybody who climbs the three peaks in a day and follows the skyline from the pass between the Wetterhorn proper and the Mittelhorn to the Rosenhorn will enjoy some pleasant easy scrambling. The Wellhorn is a more difficult climb, but the real gymnasium for the rockclimber is to be found among the Engelhörner.

It is a great advantage to begin on limestone for limestone is smoother than granite, and those who start their rock climbing career on granite sometimes find the transition to limestone troublesome whereas the reverse is the case if one begins on limestone.

Since the school opened various nations have been represented among Glatthard's 7,000 to 8,000 pupils. The school has grown so rapidly that Glatthard has taken on assistants but he is still the moving spirit. Those who learn to climb under Glatthard's tuition will learn something even more important than technique, the right spirit in which to approach these mountains. To Glatthard mountaineering is not merely a profession, it is a vocation. He represents all that is finest in the great tradition of Alpine guides.

(Schweiz Verkehrszentrale.)

SWISSAIR'S FREIGHT TRAFFIC SHOWS FURTHER INCREASE

In the first half of 1960 Swissair's freight traffic continued to show a steady upward trend; freight ton-kilometres performed totalled 13,030,000, an increase of 16 per cent over the figure of 11,255,000 for the same period last year. Total capacity offered by the airline in the same period was 100,147,000 ton-kilometres, or six per cent more than the 94,833,000 ton-kilometres offered during the first half of 1959.

The largest increase was recorded on the Middle East sector, where freight traffic rose by 65 per cent. To North America and South America, it rose by 13 per cent and 19 per cent respectively; a 7 per cent increase was recorded both in Europe and to the Far East.

Swissair expects an even steeper rate of growth in cargo traffic for the second half of this year, especially as a result of the recently introduced new commodity rates on the North Atlantic and the transition to jet operations.