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change, it extended the rights of the citizens by giving them the right of the referendum against Bills voted by the Parliament. The Constitution of 1874 was never since then revised totally, but amended many times. It would go much too far to enumerate all amendments, but some of them may be mentioned. The right of the initiative for amendments to the Constitution. The unification of the civil and penal law, the introduction of the social insurance (AHV), the overdue introduction of the vote for women and, last, but not least, the new Article in favour of the Swiss abroad. Our Constitution is not a perfect work, and for an aesthete it must look slightly horrifying, but it is a work of men, with all its qualities and faults. For years there has been talk in Switzerland about a total revision, and there is even a commission dealing with the problem. I, personally, cannot consider the revision as a major problem. What is needed, in my opinion, is first of all a better interest by the people in the development of our State and the will to collaborate by using, but not abusing, their constitutional rights, which are much more extensive than in any other country. Without that interest and without that will, the best laws and the best institutions lose their value. A proof that our system is still working can and must be seen in the referendum in the Canton of Bern, on the 23rd of June this year. A crucial question for which sometimes a settlement no more seemed possible, and which was contaminated by often exorbitant polemics, and even by acts of violence, the separation of the Jura from the other part of the Canton, could, in principle, be resolved by the vote of the people, and not by a revolution.

It is up to all of us to watch that the building with its solid foundation erected by those living before us, may last much longer.

## Swissair in April

April 1974 saw the extension of Swissair's DC-10-30 operations to the Far East, West Africa, the Middle East and Madrid. Of the total of Swissair's transport capacity, 57 p.c. are accounted for by long distance services 46 p.c. of which are performed by DC-10s.

The use of DC-10s on the Far East routes resulted in a 40 p.c. capacity increase in that area over last year. The capacity supply in the Middle East advanced 38 p.c., and 11 p.c. in Africa. On the other hand, Swissair cut its North Atlantic flight programme by 16 p.c. in order to save fuel. Overall, the number of tkm offered was expanded by only four per cent over April 1973.

Ton-Kilometers sold rose by 11 p.c., so that the overall load factor improved from 49 p.c. to 53 p.c.

Traffic achieved its highest growth rates in Africa (plus 31 p.c.) and the Middle East (plus 25 p.c.), with cargo doing particularly well (plus 55 p.c., plus 65 p.c.). Far East traffic increased by 19 p.c. overall.