

New law on Swiss nationality

Autor(en): **Blanchard, H.**

Objektyp: **Article**

Zeitschrift: **Helvetia : magazine of the Swiss Society of New Zealand**

Band (Jahr): **17 (1953)**

Heft [1]

PDF erstellt am: **12.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-942595>

Nutzungsbedingungen

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern. Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden. Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

Haftungsausschluss

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.

NEW LAW ON SWISS NATIONALITY

The new law on Swiss nationality of September 29th, 1952, has been accepted by the two Chambers of the Swiss Parliament, and as no referendum was lodged, it entered into force on January 1st, 1953.

Swiss women all over the world will be pleased to learn the following:—

Nationality of the Married Woman:

According to Art. 9 of this new law, a Swiss woman who acquires her husband's nationality by marriage may remain Swiss if she expresses the desire to retain her nationality at the time of the celebration of her marriage. Furthermore, a Swiss woman who lost her Swiss nationality by marrying an alien before the entry into force of this law, can regain the Swiss nationality by making application to the Swiss authorities within a year, i.e., before December 31st, 1953.

A woman who is Swiss by birth and who lost her nationality by marriage and who would like to regain it, should therefore inform the Swiss Consulate accordingly before the end of this year.

Loss of the Swiss Nationality Through Birth in a Foreign Country:

A child born in a foreign country of a Swiss father also born abroad, loses his Swiss nationality at the age of 22 years if he has a second nationality, unless he has made a specific request to a Swiss authority or given a written declaration that he wishes to retain his Swiss nationality.

These two Articles of the law are of the utmost importance for Swiss people living abroad, and every reader of the "Helvetia" should make them known to their Swiss friends who are not subscribers.

H. BLANCHARD,

Consul.

NOTICE TO MEMBERS

Although a little belated, the Committee of your Society wishes to extend all the best wishes for a happy and prosperous New Year. Our newly elected President, Dr. L. Bosshard, who travels occasionally through the country, will do his best to visit compatriots whenever he has the opportunity.

MEMBERSHIP FEE

The annual membership fee is due again, and to make the task of the Secretary and the collection agents easier, would you kindly attend to this matter promptly. Please remit to the Secretary or the following members attending to collections:

Mr. J. W. Risi, Ohangai R.D., Hawera, for Tara-naki.

Mr. John Steiner, Eastport Road, Waihou, for Waikato.

Mr. C. Gebert, P.O., Opotiki, for Bay of Plenty.

Mr. A. Peyer, 48 Moa Road, Auckland, W.3., for Auckland.

Mr. O. Oesch, P.O. Box 386, Wellington, for Wellington.

RAIL AND ROAD TRAFFIC IN THE SWISS MOUNTAINS

By H. O. ERNST, Manager, London Office, Swiss National Tourist Office and Swiss Federal Railways.

It may truthfully be said that both road and rail transport all over the world have, as far as regularity of service and comfort are concerned, reached a very high standard. Equipment and rolling stock have been adapted to the configuration of the country and, as far as possible, to the physical operating conditions. Transport both by road and rail at low altitudes and in comparatively flat country presents few difficulties. It is seldom and even then to a small extent affected by the forces of nature, especially unpredictable and often sudden changes in weather conditions. When we come to a mountainous country like Switzerland, these conditions alter or rather worsen with every 1000 feet elevation. It is evident that both rail and road follow the course of least resistance. They keep as far as possible to the bottom of valleys and often run parallel with mountain torrents which, when in spate, are as much a danger to transport as ice, snow and avalanches in the winter. In the British Isles there is, generally speaking, little to fear in this respect. In Switzerland, and for that matter in all countries of the alpine region, conditions are different. The danger of blocked or cut railway lines and roads is present from November until the late spring. Furthermore, heavy frost and especially ice tend to impede the normal working of signal installations and track points. Operational safety is thereby greatly reduced. Signal box, gantry—and carriage steps and platforms are slippery with ice or frozen snow and are a