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area and will be housed in 16 buildings and 21 distinct departments exhibiting manufactured products and machines for the most varied industries and enterprises.

As has been the custom for a number of years, the forthcoming Swiss National Autumn Fair will include a special pavilion for Belgian Congo and Tunisia. Without undermining the national character of the Lausanne Fair, these foreign and official pavilions always stress some particular aspects of Switzerland's relations with foreign countries.

NEWS OF THE COLONY

New Members

The following compatriots joined our Society since April last:—

Mr. J. Hofman, 46 South Road, HAWERA.
Mr. W. Speck, 7 Campbell Street, HAWERA.
Mr. J. Schupfer, Lowgarth, HAWERA.
Mr. J. W. Risi, Ohangai R.D., HAWERA.
Messrs. Risi Bros., Main Road, TE ROTI.

Our Vice-President, Mr. F. Steyer, has been an inmate of the Auckland General Hospital for many weeks after a very serious operation.

Mrs. Steyer and family desire to convey their warmest thanks to members who expressed their kindness in paying regular visits and bringing gifts for the suffering patient. Mr. Steyer has recovered sufficiently to return home, where he is now convalescing. We all wish him complete restoration from his illness.

THE SWISS FLAG ON THE HIGH SEAS

It was a moot point whether navigation on the high seas under the Swiss flag, owing its inception as it did to economic necessity during the last world war, would continue when normal conditions returned or would continue only because of the likelihood of further international complications. Such navigation offered advantages of a permanent nature, however, and it was decided that to suppress it was undesirable, especially as Switzerland had been trying to establish it for about three-quarters of a century. Moreover, Switzerland must have at her disposal ships enabling her to maintain in time of stress, out of her own resources, the maritime transport service essential to her needs. The Federal Council therefore on the 22nd February, 1952, recommended the Federal Assembly to adopt a draft law on maritime navigation under the Swiss flag. As to the form of this draft, it comprises on the one hand the binding provisions of common and administrative law as to the use of the Swiss flag on the high seas and the regulations applying to

the practice of navigation and to the use of ships, and on the other hand the regulations governing the seaman's contract. As to its material aspect, the draft is a compromise between the liberal policy essential if such navigation by private firms is to be a success and the political and administrative requirements of a state anxious to restrict as much as possible all causes of international dispute and to see its flag respected throughout the world.

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