

Notice

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began to pour into Switzerland. Various relief committees, some of which already existed while others gradually came into being, looked after them, and joined together to form the Swiss Central Office for Help to Refugees. In addition, the efforts to help the victims of the Spanish Civil War led for the first time to the union of the relief organisations engaged therein, in the "Work Association for Spanish Children."

Thus it was, that in the summer of 1939, when the new catastrophe overtook Europe and the world, there already existed a large and efficient cadre, which was able and ready to undertake the fresh tasks of relief on behalf of victims of the war, which were confronting our country.

Immediately after the Germany army marched into Poland, and Great Britain and France declared war on Germany, the activities of the International Committee of the Red Cross began, with its interventions and inspections, its care for wounded and sick soldiers, and its help to prisoners of war, refugees, civilian internees and the inmates of concentration camps. In particular, large numbers of men and women in Switzerland volunteered to help in the work of the Central Agency for Prisoners of War. In addition, during the winter of 1939-40 there was the private aid to Finland, which from the spring onwards took the form of sponsoring Finnish children. In January, 1940, there was founded, as a successor to the Work Association for Spanish Children, the Swiss Work Association for Child War Victims, which was able to do particularly successful work right on until long after the war, first as an independent organisation, and later affiliated to the Swiss Red Cross as the "Swiss Red Cross Children's Aid." It was, until the founding of the "Schweizer Spende" (Swiss Gift), really the great national work, which united all sections in our land in the will to help, and was able, particularly in France and Greece, and also in Belgium, Finland, and Yugoslavia, to carry out relief work on a large scale, and arrange, during the war itself, for over 50,000 children to be received into Switzerland.

(To be continued.)

SWISS MARINER

A compatriot who certainly has a spirit of enterprise and adventure is Mr. Jacques Markwalder, who has been sailing the South Seas for the last few years in his ketch. He landed in New Zealand where he lived for many months, and then set sail for Tahiti. As everybody in Switzerland puts the Swiss flag on his bicycle or motor-car, our sailor did the same thing on his small yacht. But in navigation it is a different matter, and in order to fly the flag a boat must be registered and comply with the maritime laws, and no provision is made for small craft such as Mr. Markwalder's to have the privilege of flying the flag, and probably without knowing it, he was breaking the law, which is very strict on this matter.

Some years ago his yacht was grounded and sunk at Pitcairn Island, where the harbour was shallow and rocky. He lost his boat and all his belongings, as well as a certain quantity of mother of pearl shell. This apparently did not prevent him from starting another odyssey. He crossed the Pacific and arrived in San Francisco, where a newspaper published the following interview:

SWISS MARINER IN HAWAII TO SAN FRANCISCO CRUISE

By William P. Walsh (San Francisco Call Bulletin)

Take the word of Jack Markwalder, there wasn't anything unusual in his 3,000-mile solo voyage from Hawaii to San Francisco in the 43-foot ketch "Te Hongi."

True, the diminutive Swiss sailor admits, he made it in 29 days, two weeks to a month under average time

for the cruise. True also that he weathered three gale-ridden days with winds singing in the rigging at 60 miles an hour.

Expects Such Things.

But then one expects such things, doesn't one? The infectious grin on his face tells you plainly that one does.

And the "Te Hongi," her tackle scaly and rusting from the elements, her white hull stained from wind and weather, nods gently on the swell of San Francisco's Yacht Harbour in mute agreement.

Markwalder brought his tough Kauri woodcraft through the Golden Gate with philosophical resignation of the globe-trotter completing one saga and preparing for the inevitable next one.

For that's the kind of man he is, this 5 foot, 6 inch, 140 pound native of the Swiss canton of Neuchatel who left home at 18 and has since been a banker in Morocco, a stevedore in New Zealand and the proprietor of a 120-acre Tahitian cattle and copra farm.

Work Not Everything.

"I was a wayward boy," he says thoughtfully. "My father worked in a factory in Switzerland. He was lucky if he could get two days off a year for a holiday in the Alps. I don't mind work. I've done plenty of it in my time. But work isn't everything. You must have time to live."

It was such sentiments as these, plus his natural aversion to the rigours of Switzerland's long, cold winters, that set him off on his career as soldier of fortune. And it has paid rather well, considering the fact that he is lord and master of a boat that couldn't be built today for less than \$60,000.

Markwalder can't stay put any place very long.

His latest adventure began a year ago with his departure from a New Zealand port. He arrived in Hawaii after a leisurely six-month cruise that touched at Tahiti and Christmas Island. During this phase of the voyage he was always accompanied by someone he just "picked up" along the way.

Six Months in Hawaii.

He spent six months in Hawaii—it was his first visit there—and finally shoved off from Kauai, a northerly island in the Hawaiian group.

Was he lonely on the solitary voyage to San Francisco?

"You don't have time to be lonely. There is always too much to do. And besides, you don't meet many people you care to be with, do you?"

"What brings him to San Francisco?"

"I have never been in the United States before. I wanted to see what it was like."

And where does he go from here?

He tosses his black skipper's cap on a bunk in the "Te Hongi's" tiny cabin and runs a weather-beaten hand through a shock of unruly iron-gray hair.

"I haven't been home to Switzerland in fifteen years," he says. "Maybe I'll sell my boat and go home for a visit. And then I'll build another boat—a special one. You know, I really can't stay away from the tropics."

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