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FRIDAY

MAY 3

1935

POSSIBILITIES OF EXPORT

In a recent issue of a Warsaw commercial daily there was published an article commenting on the desirability of negotiating compensation agreements with various countries to cover Poland's cotton imports with exports to those countries. With the reservation that such limited bilateral trade agreements are regarded by many expert observers as disappointing in their results, this proposal is natural if not novel, for cotton is Poland's largest import item and is indispensable to Polish industry.

It is surprising, however, to read that the United States refuses to facilitate or accept Polish imports and that it will not reduce high tariffs which close the American market. Perhaps the most striking feature of the many changes which have been reported from Washington during the last year is the complete reversal of American tariff policy, both by law and in practice. The admittedly high and often prohibitive customs duties of previous years are being reduced over a wide range of articles in the negotiation of reciprocal trade agreements. The author of the above-mentioned article ignores this very important change of policy and rather belatedly charges the American Government with an attitude toward imports which has been attacked much more vigorously by the spokesmen of the Departments of State, Agriculture and Commerce.

The American cotton producer wishes to sell his product in Poland, and it is needed here. The price problem needs very careful consideration, as does the whole question of crop control, as nobody knows better than the Department of Agriculture and the Agricultural Adjustment Administration. But the most productive means of approaching the problem of facilitating exports of Polish products to the United States and thus imports of American cotton, would appear to be through reciprocal trade negotiations rather than through somewhat tardy protests against an American policy which no longer exists, or a limited compensation agreement. In the meantime it should not be forgotten that the American preference for rye whiskey has had a very marked effect upon Polish exports during the last year. The gourmets of Park Avenue, Palm Beach and Pasadena have also discovered, with approval, Polish tinned ham and Polish pickles. For the first time American Christmas trees will be gay next December with Polish glass balls and baubles. The export returns are swollen with pride in consequence. The tariff did not matter; salesmanship did. A New York newspaper editor was largely responsible, so the journalists are not altogether agreed that Americans are indifferent to Polish products.



Chorus: "But you mustn't think we are preparing for war, Mother".
 From a cartoon by Morris in The Chattanooga Times.



Is London Bridge falling down? — The Sun, Baltimore



European vaudeville: The egg dance — Kladderadatsch, Berlin

It is perhaps not irrelevant to add that it is understood that the representatives in Poland of the Department of Commerce have been instructed by their Department, with the approval of the Department of State, to lend direct assistance to Polish exporters desiring to sell their products in the American market and to provide their Washington office with lists of qualified Polish manufacturers and exporters to be made available to inquiring importers in the United States. This policy indicates a desire not merely to accept, but to promote, exports to the United States. Initiative in promoting Polish exports to the United States has actually been greater there than in Poland, but it is happily increasing here.

BELGIUM AND THE GOLD STANDARD

In the following article, the first he has written since taking office, M. Paul van Zeeland, the Prime Minister and Minister for Foreign Affairs of Belgium, explains the policy of his Government with especial reference to the evaluation of the Belga and the effect the devaluation will have on Belgium's export trade.

By Paul van Zeeland, Prime Minister of Belgium

The Government that I have formed is a national union Government in which are represented the three great national parties: the Catholic Party, the Liberal Party and the Socialists Party. I have always been convinced that in order to undertake, with any chance of success, a work as great as that upon which we

have now embarked, we ought to be supported by all shades of Belgian opinion. The Government has been constituted in order to carry out a vast programme, but one distinctly limited in the economic sphere. It intends to bring about the economic rehabilitation of Belgium.

(Continued on page 2 col. 2)

LONDON LETTER

By Gregory Macdonald

Perhaps the most important, and certainly the least spectacular, accompaniments of the Royal Silver Jubilee will be the informal discussion on future policy between His Majesty's Government and the representatives of the Dominions and Colonies. The subjects to be discussed range over all the contemporary perplexities, from the question of imperial unity in defence to the problem of emigration from Great Britain overseas. But economic and financial discussions are likely to predominate, for the operation of tariffs and quotas is a contemporary trouble which opens up debate on the possibilities of creating an imperial customs union; and that in turn involves long-term policies of economics and finance.

Great Britain, for instance, is making efforts to restore domestic agriculture, but Australia is very anxious to know how far the British Government intends to go in the home production of wheat, beef, milk and eggs. Both Australia and New Zealand are dependent on the sale of agricultural produce in Britain for the funds with which to pay the interest on their loans. Imperial questions are also, of course, complicated by outside systems. China and Japan influence the economic policy of Australia. The United States are exercising a predominant influence upon Canada, as the debate in Toronto on the Ontario power contracts clearly shows. The secret but violent conflict between the old order and the new is spreading through the Empire, and may well be brought to London by the statesmen attending for the Jubilee.

Meanwhile the public preparations continue, with detailed announcements coming out nearly every day. The Royal procession to St. Paul's on May 8 will be in many ways the central event, for it recalls all previous journeys of thanksgiving after grave times in the national history, and more immediately it recalls as well the Jubilees of Queen Victoria. The magnificent celebrations of 1897 are now rightly regarded as marking the peak of imperial greatness in the modern world.

On this occasion there is a desire in high quarters for simplicity to be the keynote, and it is only by a concession to the widespread desire for display that the procession will consist of ten State landaus. The King and Queen will ride in an open landau drawn by six of the famous Windsor greys, the other nine carriages, containing members of the Royal Family and of the Government, will each be drawn by four bay horses from the Royal Mews. Troops will be on duty and the streets will be decorated, but

there will be none of the paraphernalia of State Coaches and Court attire. The decision is a wise one. It has, however, disappointed many people: some who want a more spectacular holiday, others who want to sell seats for the procession, and others again who want the pretext for turning the Royal Jubilee into a national victory such as the Germans celebrate every week and the Italians every two or three months.

This last school of opinion is all the more interesting because its exponents are certainly not concerned for the traditional ceremonies of the English Court. They want something on more modern lines, like the demonstrations in the Red Square at Moscow, with massed troops advancing and aeroplanes droning overhead. It is a comfort to turn back to one more news item of the older tradition, which is that the King's Bodyguard of the Yeomen of the Guard will be inspected on June 28 by the King. The present year marks the 450th year of the Bodyguard's existence (that brings us back to Henry VII.) and although a small corps, the Beefeaters are probably as famous as the Bolsheviks. King Henry VII., no less than Gilbert and Sullivan, would be pleased to see the Yeomen of the Guard survive into the era of aeroplanes and tanks.

"Gongsters"

The fourth annual report of Lord Trenchard, Commissioner of Police for the Metropolis, emphasizes the increasingly scientific organization of the police force which has been going on for some years. The ordinary motorist has the subject very much on his mind, for the fleet of disguised police cars put on the roads to enforce the thirty-mile an hour speed-limit has proved very effective. Any car, however innocent-looking, may prove to be occupied by police, and their gong is a dread warning that the speed-limit has been exceeded. Like most ingenious systems, this has its drawbacks, for some accidents are now caused by motorists being too concentrated on the speedometer. These "gongsters" only reinforce an ordinary police patrol of fifty-two cars by day and thirty by night, which circulate the Metropolitan Area with wireless equipment, on the look-out for criminals. The newly established "Information Room" in the Strand Yard broadcasts particulars of criminals, probably with description of their cars, within a few minutes of the first report; no wonder that a veteran crook complained, when unexpectedly arrested, that "your blinkin squadrons are fair muckin' up crime."

This service is supplemented by a patrol of river-boats, also to be equipped with wireless. More than that, the number of police boxes with telephones is to be increased from 300 to 1000, making a complete screen over the area. This not to mention the use of auto-giros for observation from the air, a fingerprint department, a photographic department, and the use of maps, graphs and statistics.

A most up-to-date laboratory, forming a kind of university of crime-detection, has just been opened at Hendon in connection with the Police College, and there is urgent need for an enlargement of Scotland Yard. Much more attention, also, is now being paid to the comfort of the police themselves, with better living accommodation, canteens, sports clubs and provident schemes: so that the policeman's lot proves to be a happy one and the burglar's lot becomes less happy every day.

A decision to devalue the Danzig gulden was taken yesterday.

GOLD STANDARD

(Continued from page 1 col. 4)

All its members have agreed to put aside all question in any way appertaining to party politics.

How do we intend to realize our programme? In bringing about a resumption of business. This resumption depends basically upon the building up of a margin of profit in commercial and financial enterprises. At the moment a glance at the balance sheets of our companies and corporations will show that half at least of these concerns are working at a loss. It is obvious that no business can go on working if it does nothing but lose money. Our work, therefore, will be concerned both with sales prices and production costs. In order to diminish costs of production, we shall follow a policy of reducing the price of money and also one of cutting down taxation. We shall not take care to reduce the taxes which weigh far too heavily on industry and agriculture.

My Government is accused of having brought about the devaluation of the Belgia and of having constituted it in a way under the sign of that devaluation. I refuse to admit this charge. As I have already said in the House of Representatives, I have no intention of bearing a responsibility which does not fall upon me. When we assumed power we found ourselves faced with a situation in which Belgian money was no longer interchangeable with the gold standard. The control of international exchanges had driven it away from that standard. We had to consider how in such conditions we could best defend our franc. Were we to go back to the point of departure where the break occurred and recover the lost parity, or should we follow a line of retreat so well defined that it would certainly lead us to victory?

The Government of M. Theunis had been faced with a dilemma of either preventing the export of gold or taking account of the fall of the banks. It considered, quite rightly, that in order to avoid greater evils, it was necessary to control exchange and by means of that measure, to guard, not so much the gold reserves of the bank of issue, but primarily, though perhaps indirectly, the deposits in other banks. The Theunis Government was quite right to act as it did, but I repeat that on the day on which it so acted, devaluation was an accomplished fact.

Since devaluation is with us, it is our business to make the best of it, notably as far as our export trade is concerned. It is not a matter of increasing the volume of our export. The problem is to know at what price we should export. At the present moment, the greater part of our exports is sent out at a loss. We are obliged to ignore, in calculating our sales prices, indispensable considerations, such as sinking funds. To-morrow, however, we shall price our exports at figures which will provide a profit for the producers. The agreement which I have just concluded with M. Marchandau, the French Minister of Commerce, illustrates this theory.

We are already convinced that our policy will be successful. Producers, distributors, and merchants are behind us to prevent any excessive rise in retail prices. This rise in our index number is slow and moderate. All this means that we hold the aces in our hands and that we are justified in being full of hope.

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Unemployment figures continued their downward trend and the number of unemployed at the end of last week was 476,250, a decrease of 12,069 in one week.

INTERNATIONAL FAIR

This year's Fair at Poznań is the largest sample fair ever held in Poland, and there are many more foreign exhibits than heretofore. Among the official foreign exhibits are those from France, Brazil, Germany, Spain, India, Italy, Palestine, and the Free City of Danzig. In addition to these are official exhibits from Great Britain, the United States, Czechoslovakia, Austria, Hungary, Belgium, Sweden and Rumania scattered throughout the different pavilions, which contain the Polish exhibits.

The British Indian and the Brazilian exhibits attracted many visitors by their exotic and unusual collections. Brazil had a very full display of all sorts of coffees, of tropical wood, exotic glaucé fruit, cotton, cocoa beans, jute, and magnificent specimens of coloured butterflies.

The Commissioner of British India, Mr. S. N. Gupta, sponsored an unusually interesting exhibit of brass ware, silk shawls as bright in colour as the Polish Lewitka shawl, snake skins, crocodile skins, handmade lace, carpets and rugs.

The German and French exhibits were the largest of the foreign displays. The Germans showed a very comprehensive lot of chemicals, motor-cars, and photographic paraphernalia. France showed many aeroplanes, among them one, numbered 13, which won the world speed record of five hundred kilometres per hour.

Great Britain has, no doubt, shown the cheapest motor-car, a small Austin which may be purchased for Zl. 4,300.

For anyone interested in sending Polish articles abroad, there are displayed a number of commodities suitable for export, and no doubt this Fair has furnished exporters and importers with much material for future business transactions.

The Polish Government supported the Fair heartily, announcing that any goods purchased during the Fair from Germany could be imported as against Polish goods to be sold in Germany during the coming Fair at Breslau. This is to be over and above the present German quota. French wines had their quota increased ten per cent.

The School Board of the City of Warsaw is planning two summer colonies for poor children near Warsaw. In these camps it is expected that three thousand children will be cared for during four weeks.

Torrential rains over the week-end throughout the southeastern portion of Poland caused considerable damage to roads, bridges, and dwellings. Fast-rising rivers soon burst their banks, and several villages were inundated.

DIRECT SERVICE

With **U. S. A.**

From **GDYNIA**

S. S. "City of Fairbury" — May 13

S. S. "Cliffwood" — May 20

From **NEW YORK**

S. S. "Scanlon" — May 4

S. S. "Scanstates" — May 15

American Scantic Line

Telegr. "Mooremack"

Warsaw, Al. Jerozolimska 33 — Tel. 995-96
Gdynia, Nadbrzeze Polskie — Tel. 17-32

NEWS BRIEF

It is estimated that there are, in the center of Warsaw, at least nineteen hundred vacant building sites. A law is contemplated that will place a high tax on these sites thus forcing the owners to build on them.

The Polish Davis Cup team played five matches in Berlin with the Rot-Weiss Club of Berlin, losing four matches to one.

The Paderwskis Prize of one thousand dollars for the best symphony written by an American was awarded to Allan Willman of Chicago for his symphony *Solitude*. Deems Taylor, E. B. Hill and Z. Stojewski were the judges.

The Warsaw-Gdynia Aeroplane service has fixed the fare between Warsaw and Gdynia, from May first, at 45 zlotys.

On last Monday, M. Fentener van Vissingen, President of the International Chamber of Commerce, arrived in Gdynia, whence he proceeded to Warsaw, and was received by representatives of the Government. After a three-day stay in Warsaw, M. van Vissingen left for Kraków and Katowice. His visit was in connection with the Congress of the Chamber to be held in June.

An exhibition of Iranian art under the auspices of the Iranian Minister is now being held at the Zacheta.

Professor Piccard will lecture on "Flight to the Stratosphere" in the hall of the Polytechnic on May 8.

A phenomenon known as *Fata Morgana*, in which the shore is reflected in the clouds near the sea-side, was observed near Gdynia a few days ago. It was extraordinarily clear, details such as buildings, ships and even derricks being perfectly visible.

One of the streets in the Exposition grounds in Brussels has been named in honour of King Jan Sobieski. During the dedication the National Hymn was sung by school-children, and the Polish Consulate sent to the schools taking part in the ceremony books on the history, music and literature of the period.

Due to strong competition from the U. S. S. R., Polish wood exports have fallen considerably, scarcely two thousand tons having been shipped to England and Palestine within the last month.

The index of manufactures for March rose from 62.5 to 64.7, or 3.5 per cent.

Statistics have been released by the Statistical Bureau of the City of Warsaw showing the number of foreigners visiting Warsaw during the years 1931-34. In 1931 there were 21,565; in 1932, 21,114; in 1933, 23,300; and in 1934, 29,300.

The contest for the best project for the regulation of Plac Marszałka Pilsudskiego ended last week. Number 29 received the first prize of Zl. 5,000, number 38 the second amounting to Zl. 4,000, number 46 the third prize of Zl. 3,000 and all three prizes of Zl. 1,000 each. The projects are now on exhibition at the National Museum.

Earth from Palestine was brought to Poland by the Polish team returning from the Maccabead to be added to the Pilsudski Mound in Kraków.

The number of passports issued in Poland last year was 13,447. Of this number 1,545 were granted for business purposes. The remainder were for journeys in the public interest, for those wishing to complete their studies, and for those wishing to visit various resorts abroad.

An excursion of Polish merchants from America will arrive in Poland about July 1 for a fortnight's stay in the country. This will be the first excursion of this type ever attempted.

On May 1, the sale of alcohol was prohibited throughout Poland from 7 a. m. until 8 p. m.

From Warsaw to Kraków in three and one-half hours was the record of the motor-train of the Polish railways last week. Leaving Warsaw at 8 a. m. it reached Kraków at 11:25 a. m. Its average speed was 120 kilometres an hour, and the maximum speed was 135 kilometres an hour. This new train is scheduled to run between Warsaw and Kraków beginning May 15.

It is stated that a company has been formed to operate a fleet of taxicabs in Warsaw. It is further stated that these will be several hundred in number and of German manufacture.

Mr. Antoni A. Pryszycki, founder, publisher and editor of the *Ameryka-Echo*, died in America last week.

The new Polish steamer *Hel* was dedicated in Gdynia last week. The captain was presented with a flag purchased by the inhabitants of the village of Hel. The new steamer, which was constructed in England in Newcastle-on-Tyne, will run between Gdynia, Danzig and Antwerp.

Following his return from the meeting of the Council of the League of Nations, Colonel Jozef Beck, Minister of Foreign Affairs, was received by Marshal Pilsudski, to whom he made report concerning the latest conferences abroad and the extraordinary session of the Council of the League.

Telegram JUST OPENED NEW RESTAURANT WITH DANCING FLOOR AND BUFFET "BELLE-VUE" Marszałkowska 107

The only place for connoisseurs.

AIR ROUTE COLONISTS

By Junius B. Wood

The writer of this dispatch, widely known traveller, writer and foreign correspondent is with the colonizing expedition which will establish on lonely Pacific islands the pioneer air-linking America and Asia. The *North Haven* is the steamship carrying the colonists to their stations. Throughout the expeditions frequent dispatches from Mr. Wood will appear here.

Aboard S.S. *North Haven*, April 7. The *North Haven*, carrying the Pan-American Airways Expedition to establish island bases for the projected plane service between America and Asia, steamed away from Honolulu after unusual precautions had been taken to guard the ship while in port. Police stood guard over the vessel, and every member of the party leaving or boarding the ship had to present an identifying pass.

These strict precautions were taken to protect the unusually valuable cargo from intruders and also to keep off stowaways, lured by the novelty of a voyage to almost unknown islands. As the Midway and Wake Island groups are rarely even sighted by other ships, while Guam is visited only by an occasional naval transport, any stowaway's passage, once Honolulu harbour was left behind, would be assured until Manila was reached sometime in June, although he might have to do considerable work in the hot sun in between.

Obstacles

Many aboard the *North Haven* although they had often crossed the turbulent Pacific before, realized for the first time on this voyage the obstacles an airplane must overcome in covering the same course and the immense amount of preliminary investigation, study and money involved before the voyage through the air would be safe for regularly scheduled weekly or daily flights. Daring pilots have flown the Pacific, but they used small planes, and, more important, they picked favourable weather, even if it meant waiting weeks for a takeoff. Once the regular commercial service is started, the big clipper planes will have to take the weather as they find it, and even this comparatively calm voyage showed constantly changing winds on the long stretch between San Francisco and Honolulu that would seriously hamper a westward flight.

Careful observations during the voyage by meteorologists aboard the *North Haven* showed a favourable tailwind on only one day. Considering the comparative speed of a slow freighter and a fast airplane, this might mean only an hour's favourable wind for a plane. On every other day there were winds varying in velocity from thirteen to thirty-four miles per hour, either directly against the ship's course or at varying angles on the beam. At higher altitudes, the wind directions would differ, but an airplane travelling westward could expect unfavourable winds for almost the entire flight.

With Honolulu 2,400 miles away, a clipper with a cruising speed of 150 miles per hour would cover the distance in sixteen hours, on paper. However, if the plane bucked a thirty-mile headwind for the entire distance, which probably would be an extreme case, it would make on 120 miles an hour, although consuming fuel at a 2.5-mile rate, and would require twenty hours to reach Honolulu the equivalent of flying 3,000 miles.

Consequently, passengers won't be riding the clipper planes, although more than 100 already have filed applications at New York for places on the first voyage, until the ships have demonstrated they have not only a 3,000-mile flying radius but a surplus in their fuel tanks when they land after that.

In testing what a plane is able to do the most obvious objection to those who merely sit on cushioned seats and ride are safety precautions. But before a plane can be declared safe for regular ser-

vice, the delicate instruments for the radio, for weather observation, and for measuring wind directions every thousand feet to the 12,000-foot level must be adjusted and in working order.

During the three days in Honolulu, the company's engineers and mechanics erected and put into operation a radio station, a requirement that normally would take as many weeks or more. This was due partly to enthusiastic Hawaiian cooperation. Other company engineers inspected the best available sites near Honolulu for plane landing on the opposite side of O'ahu Island from Mokapu Point, where the radio station is located in the shadow of the extinct Oloupana Crater.

The first post-hole brought up human bones and a skull split by a battleaxe. Not wanting to disturb what evidently was a tribal burying ground, and also mindful that aviators might be superstitious about receiving navigating instructions from a cemetery site, we moved a hundred yards farther along the high cliffs.

Leaders of the expedition were assured by the few human beings who already had been to Wake Island that they must blast out the coral reefs before they would be able to enter the lagoon. Also that, because of the steep sides of the little island, the *North Haven* would be unable to anchor offshore but must cruise back and forth the entire fortnight or longer while the cargo was unloaded and construction started.

Should the northeast wind, which has been following the *North Haven* ever since it left Honolulu, swing to the south, unloading at Midway Island will be impossible.

Landing Difficulties

On account of landing difficulties at such isolated islands as Midway and Wake, comparatively trivial incidents, such as the direction of the wind, become important factors even for an expedition planned with as elaborate detail and lavish outlay of money as this. Winds, which cannot halt clipper planes when they start, may delay preparation of the island bases needed for their flight.

The *North Haven* drawing seventeen feet of water, is unable to enter the lagoon. Only vessels of fifteen feet or less draught can enter, and even then the anchorage is dangerous in event of a blow. This entrance is on the west side of the immense coral wall enclosing the lagoon, fifteen miles in diameter, which forms Midway Island.

The only land within the lagoon is Sand Island, whose highest point is only twenty-two feet above the sea, and its northeastern corner has been designated by Washington for the new airway station. Eastern Island is inhabited only by birds, when they start, have multiplied since the cable company finished construction of its settlement and departed to the neighbouring island in 1903.

Charts show a small opening in the coral wall between the two islands. Present plans are to anchor the *North Haven* off the south side of the reef, with the hope of using a small channel to barge cargo into the lagoon and unload it at Sand Island.

The *North Haven* carries three motor launches, which eventually will be distributed among the airplane bases, five barges and numerous smaller boats.

As soon as anchorage is reached, parties will go over the side, some to make soundings of the channel and others to survey the site which the Government has designated for the reservation, stake out location buildings and do other necessary work.

"All Rights Reserved"

American playwrights have accused Polish theatre groups of a certain standardised plot pattern in their theatrical writings. The core of almost any play, comedy or drama, has been sensation with subsequent unexpected situations, adventures, and thrills; so that the appearance of any different type of play usually rouses a much greater and much more favourable curiosity. The first exception to the rule was the pleasant little "Roxy," but the real surprise lies in the "All Rights Reserved," now being played in the Teatr Maly, in which the theme, treated with great literary skill and finesse, gives the impression rather of a Parisian comedy than one of American origin.

This comedy of Irving Kaye Davis presents the tribulations of a literary couple, and in a number of sparkling scenes shows us to what a pass a pornographic best-seller may lead when it is written by the wife to drive the wolf from the door and hubby suspects it to be an autobiography. Mr. Davis has an unerring sense for the humorous and a fine flair for situation and comic grotesque that gives his play dash, vigour, and a whole series of splittlingly funny scenes: his characters are well-drawn, psychologically justified, and of intense interest for their sheer variety. Besides this, the author has the knack of building up the beholder's interest scene by scene, so that toward the end it is intense to an extreme.

One leaves the theatre with the full satisfaction of having seen a good play. "All Rights Reserved" has been prepared in the Teatr Maly with the utmost care and understanding of the play's style. The young and highly talented director, Zbigniew Ziembinski, staged the comedy perfectly, working full value out of the smallest detail without, at the same time, losing any of the breezy, truly American tempo.

The leads, Josie and Charles Frampton, were played in capital fashion by Janina Romanowna and Marjusz Maszynski. Romanowna has not for a long time had such a fine rôle in which to display the whole scale of her broad talent; she played Josie with true artistry, combining temperament with measure and taste. Maszynski in the rôle of the absent-minded author is superb. He plays Frampton with refreshing dash and humour, creating a fine character entirely new in his gallery of rôles. Ziembinski in the rôle of the comedy author, Lockwood, showed us with rare humour a man standing on the edge between intellectualism and foolishness; Wesolowski, as Bradley, and Janina Krzymuska, the highly talented young character actress, as Frampton's secretary, also did excellent work. The remaining parts were played by Bukojemska, Brodawska, Rozanska and others played the remaining parts. Florian Sobienowski's translation is most reproach.

We must still mention the very original prologue showing the reactions of various people to the book which becomes the axis on which the whole play turns. The prologue at once introduces the spectator into an atmosphere of great curiosity and is indeed interestingly conceived itself. — *Arno*

Before perishable supplies can be transported ashore, shelter must be erected.

The two largest launches draw fourteen and one-half feet of water, while the larger barges have only sixteen inches draft.

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Mieczyslaw Frenkiel

Mieczyslaw Frenkiel, one of the most famous and loved of Polish artists, died on April 19. For nearly fifty years he had performed on Warsaw stages and his racy and truly Polish talent had made of him the beloved favourite of the public. Everyone knew him, and his burly figure had become almost indispensable to the life of our city; the very mention of his name was enough to bring out a smile of sincere friendliness. It is no wonder then, that every appearance of Frenkiel in this great artist, as the creator of comic rôles, was matchless in giving to comedy deep sentiment and an innate nobility. He was supreme especially in the plays of Fredro, Blizinski, and, above all, loved the characters of the old Polish nobility, to which he gave not only excellent acting but deep sympathy and patriotism. At the same time his great genius made him unforgettable in heroic roles like that of Cyrano de Bergerac.

Frenkiel's death is the end of another glorious page in the history of our theatre. His invaluable services, his crystal-clear character and the sincere love borne him by everybody, will make his name pass into the noblest of history, legend.

— *Jerzy Macterkowski.*



MIECZYSLAW FRENKIEL

"Music on the Street"

"Music on the Street" is a picture of courtyard musicians, in which the Viennese author, Paul Schurek, interweaves humorous scenes with both lyrical situations and somewhat naïve sensationalism. The author does not evince any uncommon comic talents, but rather a pleasant skill in catching the life of the courtyard and that of the higher stories of the tenement house. This is not enough, however, to create an interesting comedy. Schurek owes very much, therefore, to the producers of "Music on the Street" in the Teatr Letni. The plot itself is very flimsy and banal, and were it not for the excellent overhauling and musical treatment of Hemar, it would be flat indeed. Hemar, however, by tightening up its joints, transplanting it into a Warsaw milieu, and modernizing its humour, gives it new liveliness and direct appeal. The sincere sentiment and fine music, including many popular Warsaw hits, give fresh colour to the background on which the play is sketched. Thanks to the excellent production of the Teatr Letni, the spectator has tip-top amusement.

The excellent cast with which Hemar and the director, Janusz Wernecki work, succeed in giving a really delightful evening. Wernecki, in particular, deserves great credit for speeding up the action into a lively, rollicking bit. Marja Zboczanska, Michal Zajac, Adolf Dymasz, and Stefan Hnydzinski in the main rôles, present a veritable concert of fine acting, full of unpretentious, full-throated fun. The humour, however, depends greatly on pure artistry, since the actors never fall into over-acting so difficult to avoid in such comedies.

The attractive and colourful settings by Jarocki make a fine background for the play, so that we predict for "Music on the Street," in its new version and setting, a big success and a long run. — *Arno*

Italian Music

Last Friday's Symphony Concert was devoted to Italian music conducted by Willy Ferrera, a young Italian who in already twenty years ago made his appearance as an "infant prodigy" conductor. Ferrera was not disappointed the promise of his childhood. After completing his studies in the Vienna Academy he quickly rose to world fame and is considered one of the best living orchestral conductors. With a strong and fiery individuality he keeps complete control over the orchestra and over his own temperament which he does not allow to overmaster his reflective, intellectual side, so that his interpretations are marked by deep understanding and subtle feeling for tone and balance.

This was observable in a fine performance of Vivaldi's *Concerto Grosso* as well as in other older works played in the first part of the concert, such as Scarlatti's *Burlesque*.

A quite charming piece is a suite of Respighi's, *The Birds*, which formed a sort of bridge between the old and the new styles for the various parts are founded on themes from old masters such as Rameau's *Dove*, *The Hen* by an unknown English composer of the Seventeenth Century, Pasquini's *Cuckoo*, etc. Thus we were led to the modern Italian music as represented by composers still unknown to us here — such as Enzo Masetti's *Nénette et Rintintin*; Renzo Rossellini's *A Dancer with Torchlight Procession*; Goffredo Petrassi's *Toccato and Gigue*, and finally a symphonic episode from *Julia and Romeo* by Zandoni.

Such new and unfamiliar works require more than one hearing to be appreciated. They reveal complete mastery of the technique of orchestration, strong rhythmic feeling, brilliant colouring and great sense of effect. They will appeal to the younger generation rather than to the older, the demands of which in music, as in other arts, are of a different nature.

The orchestra performed its difficult task superbly and gave evident satisfaction to the gifted conductor who received enthusiastic applause from the audience.

— *K. M.*

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SPEECH OF COMMANDER LEE

Robert C. Lee, Vice-President of the American Seantic League, speaking at the Banquet of the American-Polish Chamber of Commerce, in New York, in honour of Dr. Henryk Gruber, President of the Postal Savings Bank of Poland, said as follows:

"When our President requested me to speak to our distinguished guest, he advised me that he had selected me because of my long personal contact with Polish affairs, not only in the United States but in Poland. I can assure you that it was with great pleasure that I accepted this invitation to present an American's point of view, and I consider it a very high honour to be able to take part in this welcome to you. The reason that it is an honour and that it is a pleasure is because of these many years of close contact I have had with Poland and with the Polish people.

"In the first place, I want Doctor Gruber to understand that this Chamber of Commerce goes in for quality and not quantity. We could have filled any available dining room in this city — and there are those that can seat upward of three thousand — had we been interested in merely making a demonstration; but rather have we chosen to limit our invitations to those whom we knew were vitally interested in the purposes of this Chamber, which is the promotion of the Polish-American and American-Polish trade, which you, Doctor Gruber, are similarly interested in.

Early Experiences

"We are brought to this decision by our early experiences. A great deal of the early effort to develop trade between our two great countries was nullified by the quality of the merchandise traded. In countries export what is known as their 'exportable surplus.' They are anxious to find an outlet for this 'exportable surplus' in order to provide themselves with funds to purchase desirable articles from other lands. By the very nature of this it follows that export must deal in the very best and highest quality of goods. A very considerable portion of the goods that in the early days came in from Poland to the United States was unfit for the purposes for which it was intended, or was of such inferior quality that it could not be disposed of in our markets. We have a quality market here. Only goods of the very highest quality have any chance to survive.

"I regret to say that the Chamber of Commerce frequently became aware of circumstances under which unfit goods were also shipped from the United States to Poland. That too destroyed confidence and did much to harm the development of a potential trade.

"Now, all of this was really the result of a situation which existed in Poland at the time. The facts are that there were almost no businesses organized in Poland for the purposes of entering into foreign trade. Foreign trade requires an extensive and comprehensive organization qualified in some very intricate details of business procedure. It reaches deeply into the field of quality production, and exportable quantities of considerable proportions must be produced in exact reproduction of the sample furnished.

"The sample was usually saleable. Reproductions seldom were, and the quantity and quality of the goods that one would get when an order was filled were entirely uncertain.

"It reaches also into the banking field — as Doctor Gruber knows. It requires banking on the highest plane of integrity and skill. The possibilities of loss and fraud are tremendous, and banks fully

qualified in foreign trading obligations are an absolutely primary requisite of foreign trading. Such banks must also be sound, strong and in a position to do the normal commercial financing at reasonable rates. The field of insurance is touched, and, of course, there must be an extensive shipping and transportation organization.

"These things did not exist in Poland in the early days of this Chamber's experience. Instead of devoting our energies to the development of international trade, we were spending ninety percent of our efforts in apologizing for and straightening out mistakes — and when I say mistakes I am labeling some of the transactions with the greatest mildness.

"The presence of Doctor Gruber here tonight is an indication of the change that has occurred and affords us an opportunity of reviewing the past few years for the purpose of forecasting the future. It is really extraordinary what has been done and I pause often and wonder how it was ever accomplished.

Progress

"In December 1928 — seven short years ago, and it seems only yesterday — I visited the Port of Gdynia. It was gross exaggeration to have called it a Port. I visited the plot on the map where the Government was offering me a lease on which to build my warehouses and docks. It was under several feet of water. I wondered if the Government had been talking lessons from some of our expert American real estate salesmen. I was assured, however, that by June my plot would be dry land, there would be a wharf there to which I could tie my vessels, and that railroad tracks and warehouses would be built within sixty days thereafter.

"In August the Archbishop of Chetno dedicated our warehouses and docks, and Minister Kwiatkowski of the Ministry of Commerce and Industry formally opened it for business. My ship, the first American ship ever to trade directly from New York to Poland tied up to the dock and received the benediction of the Archbishop.

"I need not describe to you the growing pains through which we went. We had troubles — plenty of them. Stevedores were slow, incompetent, ships were delayed, cargo was badly damaged, Customs Officials were attempting to administer the Port from Headquarters in Poznań, two hundred miles away.

"I think the Ministries of Commerce and Industry and of Communications dreaded to hear of my arrival in Warsaw — and those arrivals were very frequent. However, they were always patient, always cooperative, and always took intelligent action.

"Today Gdynia is the best port on the Baltic. The ships are handled with better dispatch, the workmen as an average are better men, and all of this has happened in a span of seven years.

"In 1930 Poland astounded the world with its Exhibition in Poznań of its products of foundry, factory and field. I remember in the early days the trip from Berlin to Warsaw, which I made too many times to count, was something of an ordeal. The trip with its great rapidity through Frankfurt and up to the German-Polish border. There you were delayed one never knew how long, and from there on into Warsaw the train played all kinds of pranks and the traveller was inclined to believe that they had made a mistake and put the sleepers on top of the railroad tracks.

"In spite of tremendous difficulties steady progress was made and almost yearly, increased speed was made possible by im-

POLISH PRESS REVIEW

The semi-official *Gazeta Polska* gives the full text of the speech made by Mr. Floyar-Rajchman, the Minister of Commerce and Industry, at the opening of the International Fair in Poznań. After a few introductory remarks on the growing importance of Poznań, owing to its proximity to Gdynia, in the economic scheme of Poland, Mr. Floyar-Rajchman sketched the economic march of the country up to the present, and then characterized the present international situation with the problems Poland has to face and solve.

"In many cases, — in so far as we measure with the old norms of economic cooperation — the present situation in international trade must be regarded as a paradox: we often sell where the market is less advantageous than elsewhere, and we often buy where the purchase is not at its cheapest."

This new practice imposed on trade by present day complications forces an entirely new psychology on traders and behooves them to observe the utmost care in adjusting their operations to the general policies of the State. New markets, in the Minister's opinion, must be won, and any attempt to win them must be

proved track conditions and improvement in rolling stock. Today, one crosses the Russian border at Stolpe and gets into a Polish built railroad car that is the finest car on the European railways. The train crosses Poland through Białystok, Warsaw, and Poznań, at high speed and with perfect comfort.

"Warsaw, the capital, has busy, crowded, thoroughfares. People are out and seem to be going somewhere. Cafes, hotels, and theatres are numerous and crowded. There is every evidence of vital life. From intimate personal contact I would say that there is only one place where the progress of Poland has fallen down, and that is in her motor transportation. Many of her roads are really bad. The number of motor cars per thousand inhabitants is ridiculously small compared to the rest of the world, and most of those that they have should have been scrapped years ago. I am sure that they will awaken to this necessity and that we need to start forward on the international trade that I am sure is coming. Certainly American automobiles are the best value produced.

Welcome

"And so, I would say to Doctor Gruber that this Chamber of Commerce is most sincerely thanking him for his gracious presence here tonight, would like him to take back to Poland a message of encouragement and good cheer. There is no doubt that the Polish trade with America would have gone forward with the same impressive strides that the internal progress has made, had it not been for the world collapse which occurred just about the time that this business was beginning to get on a good footing. I look for an early revival. I know that the greatest friendship exists between the American and Polish people. We have been particularly fortunate in Polish official representatives and they have done much to develop this feeling of mutual respect and esteem. Mr. Kutylowski, our President, has been here now a number of years, and has made for himself an enviable position in our shipping world. Consul-General Matusinski, while new in New York, has been for some time in Pittsburg and from what he did there, we are convinced that the prestige of Poland in New York will continue to flourish. Speaking for the American element, we wish to extend to you and to Poland, greetings and every good wish."

encouraged. Import trade must be determined by whatever possibilities the various foreign markets offer Poland in return.

"In spite of the various abnormalities in the processes of international exchange on which the trader looks with growing anxiety, no one will deny that commercial relations are developing, or at least holding their own wherever any semblance of normal trade conditions has been maintained. This is understandable, for exchange, even though practiced with the greatest ingenuity and effort, cannot develop and does not develop where it is impossible to obtain easy unhampered payment for merchandise delivered. The moment when business becomes simply a transfer of products, compensation and clearing can hardly be regarded as anything but this, good results cannot be expected until this method is abandoned.

In this connection, Mr. Floyar-Rajchman emphasized Poland's adherence to the principle of paying money as a means of supporting international exchange and of contributing to the circulation of capital.

"We do not want to be an obstacle in international trade, we want to be an active, helpful link in the chain leading to the rebirth of international cooperation. Passing one's products among nations with one hand and taking products with the other cannot be called 'trade' — we can say this with pride that we stand in defense of those principles to which the world will sooner or later return. We can say this with pride, for a real economic rebirth and balance."

The remainder of Mr. Floyar-Rajchman's speech was devoted to Poland's internal economic problems, and the ways and means of solving the unhealthy atrophy in the exchange of goods between town and country-side.

The Socialistic *Robotnik* comments rather cynically on the present situation in international politics, calling it "the paralysis of Europe."

"The League of Nations' reprimand to Germany for introducing compulsory military service and violating the Versailles Treaty, was the greatest display of strength that the Powers and the League could muster against her. And this will be the end. Diplomats will continue to confer, and all countries will continue to give assurance of their efforts toward peace, and all will continue to arm feverishly."

The *Robotnik* sees, above all, a terrible, short-sightedness in Europe's policy toward Germany. A few paper pacts insuring Europe against an outbreak of hostilities for a short time, possibly a military alliance or two, or a reckoning on the swift fall of Hitlerism, — these are all powerless to prevent war. The time has passed, argues the *Robotnik*, when it was necessary to declare war and settle all the formalities connected with it, before beginning to fight.

A strong trump in Hitler's hand according to this paper, is the difference of opinion and the lack of understanding in building a united front against Germany.

"As concerns the Western Powers, each goes its own way. For Mussolini's arming herself is dangerous, but only in so far as Austria is threatened, which would be Germany's gate to the South. France and England guarantee the independence of Austria, that is, put her formally

under the protection of Italy, the German sword no longer glitters sharp in Mussolini's eyes."

France, as the *Robotnik* sees it, would gladly apply economic sanction, but England, still entertaining the hope that Germany will return to the League to the benefit of peace in Europe, holds back from such action.

The greatest surprise, however, and the most pleasant for Hitler, was given by Russia, which on April 9 signed a commercial agreement with Germany.

"At the same time when the negotiations for a treaty of mutual help with France hang in the balance and the French General Staff is busy on a plan of economic sanction against Germany, Moscow signs a trade agreement with the latter, by the terms of which Russia is to supply Germany with 150 million marks worth of materials and to receive in return 200 million marks worth of German merchandise. The Russian materials — clear enough — will be those of war. Is there any explanation justifying this agreement which supplies an enemy with war materials to be used against the supplier? Why, Russia herself has been shooting without end that Germany is preparing for war, and therefore seeks in France an ally against Hitler."

Sad to say, but true enough, concludes the *Robotnik*, Europe has suffered an attack of paralysis and weakness, and it is just this that constitutes Hitler's strength.

The *A. B. C. and Nowing Cozienne*, an Opposition daily, urges action in the great programme of public works planned for this year. April is already over, and this paper has not yet seen anything concrete done nor even definitely decided upon. It is in the Polish nation, it reflects to procrastinate.

"And yet this time there is still another reason. Everybody knows from experience that when his leg goes to sleep, it is difficult not only to walk but even to stand up. It is the same with our economic life (whose anaemia is amply proved by the small amount of currency emitted). This has gone on for such a long time that it will take some little time for the blood to circulate normally."

This is why the *A. B. C.* urges an immediate start, so as to have the whole mechanism limber and in working order when the plan gets under way. Only one branch of works has been considered as yet, that of roads; but there are others galore on which the preliminary preparations may be properly worked out at this time.

The satisfactory progress of the new Investment Loan will soon put the necessary funds at the Government's disposal. The whole nation links its highest hopes with this loan, and its results will be the greater if we are giving in our decisions and aware in advance of just what we want to do.

Correction:

In the review of the opera "Afyrykanka" printed in last week's number, the sentence "even the effective dances of Wodyński have not helped" should read, "even the effective decorations of Wodyński did not help."

S. MAGNQUE

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	1933		1934			1935	
	High	Low	High	Low	Last	Apr.24	May 1
BONDS (in percentage of par)							
Stabilization 7 1/2, 1927	61.75	47.25	79.75	54.50	68.25	66.00	65.13
Conversion 5 1/2, 1924	53.50	41.00	68.50	52.50	65.00	67.75	67.45
5 1/2 Dollar Loan, 1920	63.00	46.00	73.00	58.00	73.50	78.75	80.00
4 1/2 Dollar Mortgage Bonds (Warsaw Land Credit Association)	52.00	34.75	51.00	31.00	45.50	50.00	49.75
5 1/2 Mortgage Bonds (Warsaw Credit Ass'n)	52.25	36.00	64.25	50.63	58.00	60.25	60.50
SHARES (in zlotys per share)							
Bank of Poland	88.50	70.25	97.00	77.00	95.25	88.50	88.75
Haberbusch & Schiele	50.50	37.00	40.00	34.00	38.00	—	—
Lilpop, Rau & Loewenstein	13.00	9.13	12.65	9.15	10.10	10.60	—
Starachowice	11.50	7.25	14.25	9.80	13.00	16.85	17.25
Warsaw Coal Company	13.24	13.25	15.00	9.00	15.00	—	—

ANTI-HANGING CAMPAIGNER BUSY IN LONDON

Mrs. Violet van der Elst, a widow, of Kensington, London, does not believe in hanging murderers. She has started a campaign to abolish the death penalty in England. At present she is spending £4,000 a week trying to alter this law. "And I shall carry on until I die," she declares.

A few months ago no one had heard of this stocky, plump little woman, who is less than five feet high, and whose chief distinction consists of an enormous bank roll. To-day she has become news. An army of publicity men in her pay see to this. Whenever a murderer is to be executed, Mrs. van der Elst is outside the prison gates, dressed in deep mourning, to cry her protests. Camera clicks as she steps from her great cream and black Rolls-Royce. Hundreds go to see the show.

Aeroplanes with van der Elst pilots, burn van der Elst petrol as they drone over the prison streaming banners inscribed, "Abolish the death penalty." Her loud speaker vans broadcast the hymn, "Abide with Me." Women are worked up to weeping pitch and the publicity men murmur, "This is a great show to-day."

Mrs. Van der Elst is 44 years of age yet her hair remains bright gold. Her energy is such that she says she sleeps only two hours a night. She has been twice widowed and is head of ten big chemical laboratories controlling over a thousand men. She is said to be a millionairess and

owns two mansions, one in the country, the other in London. The contents of her town house, Addison Lodge, Kensington, are insured for £150,000.

This strange little woman was born in Richmond, Surrey, a daughter of the late Mr. John Gundry, a London shipowner who used to sail his own windjammer.

After being educated at Windsor, Berkshire, she married Mr. Henry Lathon, a wealthy New Zealander who settled in England. Mr. Lathon was a big racehorse owner. He died ten years ago and shortly afterwards his widow became the bride of Jean Julian Romain (John) van der Elst, a Belgian artist, and a descendant of Krieter van der Elst, Flemish painter of the Seventeenth Century. With her second husband she assumed Belgian nationality but afterwards both became naturalized Britons.

In August of last year Mr. van der Elst died suddenly at Ostend. "What is left for me," sighed Mrs. van der Elst, who declared that the War had killed her husband, a hero with ten medals for bravery. So the widow went into battle — against capital punishment with an army of loudspeaker vans, a hundred and fifty sandwichmen and a mint of money.

Her demonstrations make the names of little known killers front page news. The crowds go to watch the fun and only at the moment of execution remember the man inside the walls. "Will the gentlemen please, remove their hats?" cries Mrs. van der

Elst. They do. Then a monster petition goes round for signatures. At her last demonstration, when Percy Charles Anderson, a 21 year old Brighton man was being hanged for shooting his sweetheart and thrower in a tank the police held up Mrs. van der Elst's procession of vans and sandwichmen. Her chauffeur would not proceed in view of the police orders to stop. Mrs. van der Elst took the wheel. "They cannot stop me," she cried and drove at speed to the prison. Police swarmed round the car. One was knocked down. But Mrs. van der Elst reached the prison gates. "I have driven racing cars and flown aeroplanes — they cannot stop me," she declared. Had she got a license? Of course she had not, she told the police. She was told that she would be summoned for dangerous driving and not having a license, and she said to the police, "Well, why don't you arrest me?"

But the police do not want to arrest Mrs. van der Elst. It would make a martyr of her. As it is the crowds look upon her rather as a crank.

She has already spent thousands of pounds in her campaign. She has thousands more to spend. Her fur coats alone are worth thousands, her Alsatian dogs are valued at £200 each. When she went to live at Addison Lodge, it took her three weeks to move her collection of Chinese and Eastern antiques. She has toured the world collecting and has a library of 3,000 books on witchcraft and black magic. She is an authority on these subjects. Her fur coats alone are worth thousands, her Alsatian dogs are worth thousands, her Alsatian dogs are valued at £200 each. When she went to live at Addison Lodge, it took her three weeks to move her collection of Chinese and Eastern antiques. She has toured the world collecting and has a library of 3,000 books on witchcraft and black magic. She is an authority on these subjects. Her fur coats alone are worth thousands, her Alsatian dogs are worth thousands, her Alsatian dogs are valued at £200 each. When she went to live at Addison Lodge, it took her three weeks to move her collection of Chinese and Eastern antiques. She has toured the world collecting and has a library of 3,000 books on witchcraft and black magic. She is an authority on these subjects.

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DIPLOMATIQUE

The British Ambassador and Lady Kennard will hold a reception on Monday, May sixth, celebrating the Royal Silver Jubilee.

The Danish Minister, M. Peter Christian Schou, returned last week to Warsaw after a short holiday.

The Hungarian Minister, Dr. Andrze de Hory, arrived on Sunday evening, replacing M. Pierre de Matsuka.

The Japanese Minister held a reception on Monday celebrating the Japanese national holiday on the occasion of the thirty-fourth anniversary of the birth of Mikado Hirohito.

Minister T. Schmetzel held a farewell reception for the Bulgarian Chargé d'Affaires, M. Ivan Altinoff, who is returning to Sofia.

ANGLO-AMERICAN COLONY

There will be a Thanksgiving Service on Monday, May sixth, at twelve o'clock at the Anglican Chapel at Sewerynow 1.

A subscription dance to celebrate the twenty-fifth anniversary of the accession of His Majesty, King George V., will be held under the patronage of the British Ambassador and Lady Kennard at the Klub Urzędników Komunicji, Bracka 16, at nine in the evening of May sixth. The Chairman of the committee arranging the ball is Mr. N. J. F. Leggett; the secretary and treasurer is Miss Beatrice Flynn. Other members of the committee are Mrs. Leggett, Mrs. Hamilton-Stokes, Mr. and Mrs. A. T. Caird, Mr. and Mrs. Taylor, Mrs. Thompson, Mrs. Harris-Burland, Mr. Egerton Sykes. Tickets may be obtained from members of the committee.

Mr. and Mrs. A. T. Caird entertained at an anniversary supper on Saturday.

Mrs. H. C. Carpenter left Warsaw on Monday for England. Reverend and Mrs. Carpenter will now reside permanently in England.

years old which were part of the furnishings of a Chinese mandarin's palace at Peking. The ceiling is painted to represent a Chinese sky while Chinese dragons snorting fire are on the walls.

Gambling is Mrs. van der Elst's hobby. "I have gambled at all the greatest casinos," she said. "I seldom win." At a recent Sunderland House party she lost £2,500 at baccarat; at Carlton House Terrace she lost £1,700.

Mrs. van der Elst says that she is one of the loneliest women in the world. In the small hours of the morning, she often summons her chauffeur to drive her along the Thames Embankment to distribute money to the down-and-outs. One of her financial interests is in shaving creams. She writes her own advertisements for fun.

Only recently she announced that she would stand for parliament at the next General Election. Many people look upon this strange woman as a joke, just as they regard Mr. Hore-Belisha, the traffic dictator as laughable in himself.

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FASHION NOTES

(Copyright by The Warsaw Weekly for Poland and by the N.A.A.A. elsewhere.)



Modern Red Riding Hood: That's what Hollywood is calling this "decidedly different" evening gown, worn by Gertrude Michael. It is made of sheer black tulle, adorned with bands of black ciré satin and rhinestone clips. The wrap, for a warm spring evening, is a waist-length cape of black tulle, surmounted by a pointed hood in the Red Riding Hood tradition.

Printed silk taffeta once again rustles into the smart drawing room, cut simply as a dinner dress, or in a more sophisticated manner for the formal evening frock. One of these is of gun-metal grey taffeta smeared with huge pink carnations in a bold design. The frock is high-waisted, with a blue satin ribbon for a sash and a wide billow skirt that touches the floor in front and falls in a tiny train in back.

Vivid jewelled belts appear on afternoon as well as evening gowns. Boas have replaced the feather evening cape, in vivid greens, pinks and purples.

Parisiennes like people to stare at their hats and are pleased with the enormous flat straws in plain white or navy, with the outside caps and the miniature top-hats. One French actress has a tiny lawn for her head, her little green hat being covered with straw "grass." With it go perfectly cut pale green suit, green suede gloves and "grass" gauntlets.

The newest straw hats are so pliable and interesting that they appear like a new fabric. Old favorites such as leghorn and pedal are still with us, but lovely light woven work resembling the old basket straw is now known as Rechello. Owing to this new pliability, the most exclusive hats have shirred work and tuckings in them. Cockscomb effects right across the crown are made in fine cellagel, or a brim may be of pedal with striped straws forming the cockscomb crown.

Plain dark navy, or a black crown of petersham ribbon are popular for the straight and turned up sailor hats and also for the curious new Homburg crowns that are cleverly worked into straw and fabric. White piqué is used for the brims of boaters and treader shapes.

Jockey caps, in straw and felt, are popular, and berets or cloche hats may be made from the newest stockinette, which is so transparent that it resembles chiffon, and can be spotted, flecked or striped.

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