

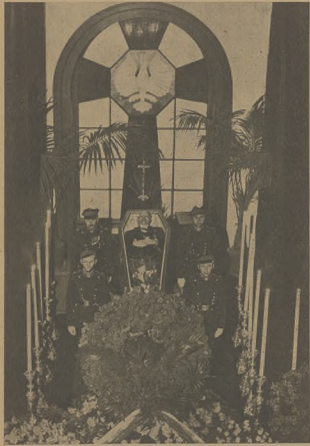
THE WARSAW WEEKLY

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4th YEAR

WARSAW, JUNE 30, 1938

No. 19



Death of M. Car

The body of M. Car late Marshal of the Diet and former Minister of Justice lying in state.

BRITISH AIR POWER

by Joseph Martin

The Prime Minister, Mr. Neville Chamberlain recently informed the House of Commons that in the air force as it stands today Great Britain has a defence of which any country might well be proud. Whatever its deficiencies might be, if it were put to the test he believed it would prove to be one of the most formidable fighting machines in the world. The occasion of the Prime Minister's speech was a debate on a demand made by the Opposition in Parliament for an independent inquiry into the state of the air defences. The Opposition speaker's case was that air rearmament was not proceeding at a sufficiently rapid rate, and that the machines now being produced were not all as efficient as they should be.

In the course of his reply Mr. Chamberlain pointed out that, even if all the charges of delay were justified — which they were not — conditions are now entirely exceptional. During the past three years of air force expansion there has been one of those forward leaps which periodically occur in applied science. The features of this advance took three forms; the development of the all-metal monoplane; the design of new engines of unprecedented efficiency; and the invention of the variable-pitch airscrew. The combination of these three new features in aircraft construction not only altered the design but necessarily altered the strategy which had to be employed in the use of these newly developed machines. During those three years the design of aeroplanes has been changing all the time like a kaleidoscope.

Nevertheless, during that period the foundations have been firmly laid of an air industry capable of turning out large numbers of the best types of machines that can be devised. The Spitfire, which is shortly coming into service, is believed to be the fastest fighter in Service squadrons anywhere in the world. It is obviously impossible to disclose particulars of performances of machines, but the Prime Minister assured Parliament that he understood that British bombers now in service are the fastest bombers in the world. Moreover, the new types now on order show such a marked advance in all respects on existing types that it is unlikely that any other country will produce bombers to surpass their performance.

In the criticisms of the Air Ministry's schemes for expansion of the Air Force reference has often been made to the need for mass production. In this connexion the Prime Minister made some interesting observations. In a certain much advertised motor-car produced under effective mass production conditions, there are 1,700 parts. In the case of a modern bomber there are 11,000 parts of the engine alone; in the aeroplanes there are upwards of 70,000

Extension of National Museum at Warsaw



President Mościcki inspecting exhibits.

separate parts for which between 6,000 and 8,000 separate drawings are required. That is a very different proposition from the mass production of a motor car, and "in the design of an aeroplane there is so much variation of line due to the various curves and tapers of the machine, and so on, that there is necessarily extremely little uniformity among those parts, and the actual numbers of any one part are therefore comparatively small". Thus, although large orders, running up to 700, 800 or 900 machines have been placed with individual firms, the actual numbers of parts that can be duplicated are not comparable with the numbers commonly associated with the term "mass production".

Mr. Chamberlain's convincing exposition of the progress being made in air rearmament and expansion was generally held to justify his refusal to appoint a special body to inquire into the state of the country's air defences. Parliament was fully assured that for the next two years air rearmament will proceed at top speed. The air industry will produce to the limit of its steadily increasing capacity, and some of the resources of the Dominions may soon be utilised to supplement British production.

In a debate in the House of Commons only a few days before the Prime Minister made his speech outlining the present position, particulars — which may well be repeated here — had been given of the air programme. By March, 1940, the air force in Great Britain will have attained a first-line strength of 2,370 aircraft. In the Empire overseas the number will have increased to 400 first-line machines, and the Fleet Air Arm will be expanded to 500 machines as and when ships and carriers are ready for them.

These first-line forces will be supported by adequate reserves. That programme can be augmented as productive capacity may warrant. Great Britain delayed her rearmament programme for a long time; but

AIR RAID PRECAUTIONS

Sir Samuel Hoare, the Home Secretary, voiced the feelings of the whole British people when, in a recent speech in the House of Commons, he asked for the sum of £ 5,893,000 for air raid precautions services. He said that it was repugnant to the feelings of every member of the House to have to spend money on "protection against a form of attack which ought to be repudiated by every civilised community". Unfortunately the world is not yet civilised enough to abolish such an uncivilised method of settling differences between nations, and Great Britain must prepare against possible attack.

Of the one million air raid volunteers required, added Sir Samuel Hoare, nearly half a million had been obtained by the end of May, and the greater number had been trained or were in process of training. About 126,000 men and women had been trained in first-aid and anti-gas work, and 11,000 Doctors, 1,300 Dentists, and 22,000 Nurses had taken special courses. The number of gas masks issued for training was 300,000. The question of shelter in case of air raids has received special attention. It has been calculated that trenches and dug-outs in the open spaces of London could provide shelter for more than 1,250,000 persons and local authorities are to have the sites mapped in detail and material and gangs of workers ready for emergency construction. It has since been stated in the press that about 150 women's organisations are to be united all over the country, and moulded into one great territorial army of women for times of emergency. They will be in two sections; one will be trained by the War Office, but will be non-combatant, the other will be under the Home Office and used mainly for air raid precautions work.

now all her mighty resources are being utilised to ensure adequate air defence forces.

The Danzig Question

In the course of the last few weeks we have witnessed several speeches by people in the forefront of Danzig political life.

Mr. Forster, as did Mr. Greiser, President of the Free City, a few days ago, brought into their speeches the problem of the collaboration of Danzig and Poland.

In the speech of Mr. Forster on June 12th, as well as in that of Mr. Greiser of June 19th, it has been definitely shown that the relations between Poland and the Free City were being established in a positive manner. The two Danzig statesmen proved that this favourable state of affairs arose from the decision of the two leaders Joseph Pilsudski and Adolf Hitler, who in regulating the relations between the German and Polish nations, had laid, at the same time, the foundation for a friendly co-existence between Poland and Danzig.

Mr. Greiser showed that the development of the economic powers of Danzig was the result of this collaboration with Poland and at the same time, he strongly denied all the rumours of the supposed intention to adopt these methods which could make the Free City a world storm-centre.

Mr. Greiser ended that part of his speech relating to Poland, by stressing the openness and honesty of the intentions of the Danzig authorities regarding the Polish government as well as the League of Nations Commissioner in Danzig.

It stands out from these two speeches that a sensible conception and putting into practice of the relations of Danzig and Poland are becoming more and more firmly fixed in the minds of the directing authorities of the Free City.

It is to be hoped that these principles will also penetrate and

take root in the minds of the bureaucracy and the German population of Danzig, as in this respect the situation at Danzig still shows certain lacunae the filling up of which would level off the last gaps in the line of Polish Danzig collaboration.

In as far as Poland is concerned the attitude of the Polish Government has been laid down many times in such a way as to leave no room for doubt. On more than one occasion Mr. Beck, the Foreign Minister has declared that Poland had decided to respect the German national character of Danzig and — we now quote from his speech to the Diet Foreign Affairs Commission on 12th January last — she nourishes "no ill feeling and on the contrary has a full comprehension of the economic interests of the Free City itself" and desires "to examine these questions with the fullest of good will in searching for a positive solution. Nevertheless there can be no doubt — and the Minister so stated categorically in the same speech that apart from some or another fluctuation in international institutions or political currents" the problem of Polish rights in Danzig remains a fixed and intangible element.

From the words of Mr. Beck and the speeches of Mr. Forster and Mr. Greiser attesting that the attitude both of the government of the Republic and of the leaders of the Free City in as far as the development of Polish Danzig relations is concerned is laid down in the most precise manner and does not allow for any query. The result of the economic and political discussions now under weigh between the two parties should assure the future establishment of a practical basis for the harmonious collaboration of the two states.

P. I. P.

AVIATION

Economics and Finance

Air Power Over England. Great Empire Air Celebrations.

Massed flights by Royal Air Force aircraft over the greater part of England and Scotland and Wales formed a spectacular introduction to Empire Air Day activities this year. In 1937 a formation of 250 aeroplanes flew over London as part of the R. A. F. Display; this year 450 aeroplanes were engaged, showing throughout the country a part—yet only a fraction—of the formidable strength of the United Kingdom's modern air force.

Squadrons of bombers and fighters took part in the demonstrations which were planned to bring wave after wave of aircraft over agricultural, residential and thickly-populated areas from Glasgow to the south coast. They culminated in Empire Air Day, when 53 Service stations opened their gates and were "at home", to the world and his wife.

The massed flights attracted more than ordinary attention because of recent important developments in the United Kingdom's air re-armament programme. Plans for further large expansion of the Royal Air Force, aiming to augment first-line strength to approximately 3,500 aircraft by March 31st, 1940, had just been announced by Viscount Swinton in his last speech as Secretary of State for Air, and the large scale movement of squadrons gave the country as a whole its first opportunity to see some of the forces which had been so much in the news.

Under the revised expansion scheme many more squadrons will be formed, and individual squadrons will be enlarged. Thirty new aerodromes and recruitment of 40,000 additional men are required. Distribution of warplanes under the new programme allows 490 to overseas squadrons, not less than 500 to the Naval Air Branch, and about 2,370 for the Metropolitan Air Force, which is charged particularly with home defence. These figures relate only to "first-line" aircraft and take no account of large reserves of airframes, engines, and equipment or of the numerous advanced training aircraft which might usefully perform many wartime duties. New training centres and flying schools will be opened to instruct the 4,700 pilots, 33,000 airmen and 6,000 boys and apprentices who must be recruited during the next two years.

Eight-gun Fighters.

Squadrons of high-performance fighters were detailed to patrol the suburban London area. Prominent among the aircraft were Hawker Hurricane fighter monoplanes which have already made many astonishing flights, including a night flight of 327 miles from Edinburgh to London at an average speed of 408 miles an hour. Each is armed with eight machine-guns, which are housed in the wings and trained to direct a cone of concentrated fire at details of range on the enemy. Of effective performance, just revealed, show that the Hurricane lifts its loaded weight of 2½ tons from sea-level to 15,000 feet in six minutes, that its maximum level speed is in the neighbourhood of six miles a minute and that it can cruise on patrol at speeds of up to more than 300 miles an hour. Service "ceiling" (the height at which rate of climb has fallen to 100 feet per minute) is 39,000 feet—far higher than that at which hostile raiders may be expected to fly. The Hurricane is powered by a 990-1,050 h. p. Rolls-Royce 12-cylinder Merlin engine. Squadrons equipped with this amazing fighter form a spearhead in plans for the defence of London.

Inauguration of Flying-boat Route from England to Australia 13,000 miles in just over 9 days.

The first flying-boat service to operate right through from England to Australia is scheduled to leave the Imperial Airways base at Hythe, Southampton, on June 26th, carrying passengers and mails to Sydney, New South Wales.

This inaugural flight will represent the completion, by Imperial Airways and its associated enterprises, of the great Empire air plan for the establishment of flying-boat services between England and Africa, India, the Far East, and Australia.

The flying-boat service leaving England for Australia on June 26th, and the succeeding marine air services, will cover the 13,000 miles to Sydney—flying half across the world from the summer of the Northern Hemisphere to the winter "down under"—in just over nine days.

The "all-up" non-surcharge mail scheme will be extended to Australia in the near future, when the new marine air services have been consolidated; while further speed-ups which are also planned will, in due course, render it possible to reach Australia from England in less than a week, and to arrive in Sydney only seven days after leaving London.

New Air Line to Budapest.

According to information received at the time of going to press, the long-awaited air connection between Warsaw and Budapest was opened up on the 1st July by the Malert Hungarian Air Service.

Services in both directions will be on Mondays, Wednesdays and Fridays, machines leaving Warsaw at 1.20 p.m.

It is also anticipated that in the immediate future the present Warsaw, Wilno, Riga line will be rerouted via Kaunas thus giving a rapid connection between the long travel from Wilno to the Latvian frontier which has added nearly an hour on to the Warsaw Riga journey until now.

HARVEST PROSPECTS IN POLAND.

According to the reports of the agricultural correspondents of the Polish Chief Bureau of Statistics the general condition of crops in Poland was, as on June 1st, considerably better than in the middle of May. Most promising was the state of winter-sowings, especially of winter-wheat, less so that of summer-sowings, the latter, however, for the whole country, attaining over 3 in the five-point method of crop rating. Considerable differences existed among the various provinces as regards harvest prospects. The central and southern voivodships and the eastern voivodship of Wołyn, sent in the best reports, parts of the Tarnopol and Lublin voivodships were close to 4 in their valuation, winter wheat in the voivodship of Tarnopol was even over the mark. Reports from the western voivodship group were not so promising, but prospects there also surpass the rating of 3, which was not reached in the northern and eastern voivodships. The flowering of fruit trees coincided with unfavourable weather conditions, and nearly one-third of the correspondents reported the appearance of masses of vermin.

PROGRESS OF LAND REFORM IN POLAND.

Since 1919, when land reform was started in Poland, to the end of 1937 efforts for improving the position of the small holders by other means than land parcelation were extended to an area of 5,559,000 hectares of arable land. This represents 22½ per cent of the total arable land, and 29½ per cent of such land in holdings of up to 50 hectares. During the period 1919-1937, an area of 2,536,000 hectares was used either for the formation of new independent farms or for additional allotments to dwarf holdings. Of this total area 1,683,000 hectares (66½ per cent of the total) were divided up by the landowners themselves, 757,000 hectares with the intervention of the State, and 96,000 hectares by the State Land Bank. The new allotments were acquired by 696,000 persons, of whom 530,000 carried through the transaction direct with the estate-owners. Since the beginning of land reform 769,000 patchwork farms with a total joint area of 4,994,000 hectares have been consolidated, the liquidation of easements extended to 273,000 farms of which the holders, apart from cash payments, received in exchange for easements additional lots of land aggregating 589,000 hectares. In 720 villages a total area of 52,000 hectares of commonland were divided. The exchange of plots of land with a view to rationalising farming economy affected 25,000 hectares.

On the basis of the Polish Land Reform laws, passed in 1919 and 1925, land parcelation has already been applied to 1,383,000 hectares of land owned by private individuals and 405,000 hectares owned by the State Land Bank (1 hectare = 2.47 acres) Ecclesiastical and foundation estates, also land endowments of learned bodies, though comprised within the terms of the laws, have as yet not been submitted to parcelation. At present the acreage available for purposes of land reform comprises 45,000 hectares of State property, 614,000 hectares of private landed estates, 107,800 hectares of land owned by Latin rite of the Roman-Catholic Church, 45,000 hectares hitherto owned by the Greek-Catholic rite of that Church and 91,600 hectares belonging to foundations and scientific institutions. In several provinces all the State or privately owned land available for parcelation has been nearly dealt with for that purpose. In the southern voivodships which are particularly overpopulated and in extreme need of reform nothing is now left over from State property, only a remnant of private landed estates is still available 107,000 hectares, 50,000 hectares of Roman-Catholic Church property, 45,000 hectares of Greek-Catholic Church property and 41,000 hectares as the property of foundations and learned bodies.

NEW PYRITES DEPOSITS IN POLAND.

At Wierzbie, a village near Chmielniki in the voivodship of Kielce extensive deposits of iron pyrites have recently been discovered, which after expert examination have turned out to be of considerable value. The deposits contain high-grade pyrites distributed in lumps less than 20 metres below the surface of the soil. Exploitation is already under way. After the discovery, five years ago, of pyrite deposits at Rudki (in the same voivodship) this is the second mine of this valuable ore in Poland which enables the smelting industries of the country to restrict imports of raw materials from abroad.

BRITISH BUILDING SOCIETIES.

By Joseph Martin

There have been two profound changes in housing conditions in Great Britain during the past twenty years. In the first place a large number of people have become house-owners instead of tenants paying rent to landlords; in the second place an enormous number of new houses have been built—actual housing accommodation has been increased by about fifty per cent. Both these changes are largely due to those important institutions, the Building Societies.

It is difficult to realise that the growth of these great and familiar parts of the social and economic structure of the country has taken place mainly since the Great War. Not that the Building Societies are modern in origin. The first of which there is any record was founded in Birmingham 150 years ago. It was followed by a number of other "Building Clubs"; but they were not of the same type as those of today. All of them actually undertook the building of houses, whereas the modern practice is to provide finance for building operations through the medium of mortgages on the security of the property. The "Permanent Building Society", upon which the movement as it now exists was largely built, was evolved in the middle of last century. This system extended to a number of European countries, where it was known as the "English system".

Before the Great War their services were well known, but the operations of the Building Societies were very limited in scope in comparison with what they are now. They enjoyed a sound reputation, their assets totalling about £65,000,000; but their annual lending operations involved a total sum of less than £10,000,000. Even before the Great War there was a lull in building operations, and during the course of the conflict scarcely any houses were built so there was a vital need of more housing accommodation after the war and then it was found that the country had an ideal medium for financing production in the Building Societies. The use of the societies facilities became a national custom. Since the Armistice, according to particulars recently published in a special number of "The Times" on the subject, nearly £1,350,000,000 has been lent for the purchase of houses, most of them for occupation by their owners.

The financial resources of the Building Societies have rapidly advanced. During the first ten years after the Great War their assets were more than quadrupled, and since then they have accumulated about £50,000,000 a year. At the end of 1936 the total assets of the societies were £656,000,000, a year later this sum had increased to £710,000,000.

including reserve funds of more than £38,000,000. The number of persons registered on the books of the societies as shareholders, depositors and borrowers is 4,286,301, or roughly one in every 10 of the United Kingdom.

The number of societies in existence is about 1,000, but of these 100 cover about 85 per cent of the capital involved; the remaining 900, covering 15 per cent of the capital, are of course small, local concerns. The number of houses built since the Great War is 3,500,000; of these 2,500,000 have been built by private enterprise largely financed by the Building Societies, and the societies have thus been the mainstay or the building work of the country as far as houses are concerned.

Apart from their actual contributions towards the rehousing of the British people, the Building Societies have come to rank as one of the country's principal financial institutions. They have accumulated large and dependable reservoirs of capital, and they are in a position to finance a multitude of transactions—though they mainly keep to their own territory, building finance. They yield a very fair rate of interest to the small investor, whose unqualified confidence they retain. They function with extraordinary smoothness and success. They have been built up by men who have combined vision with good judgment and sound business principles and they are now regarded as one of the soundest and most solid institutions in the country.

BRITISH INSURANCE

By Robert Mackay

The financial position of British insurance companies was never stronger than it is to-day, while the annual reports of such companies reveal the extent to which they serve the interests not only of their shareholders, but also of their clients. At the 102nd annual general meeting, recently held of one of the largest insurance companies in Great Britain, the chairman said he was proud to be able to record that the total of the company's net claim payments over the past 102 years now exceeded £200,000,000—a figure, he added, which assuredly tests the imagination. The company is a typical British insurance concern handling every class of insurance business. Its aggregate profit for the past year was one of the best ever recorded, being over £894,000.

The chairman of another old-established insurance company called attention on the same day to the magnitude to which industrial assurance in Great Britain had grown since 1869, the year of the company's foundation. "At the present day," he said, "there is a total of over 90 million policies in force in the British Isles". The current sums assured under this company's industrial policies exceed £24 millions, and, from the social standpoint, the chairman was of opinion that the success of industrial assurance, built up on the voluntary response of the people, was one of the most significant. The large savings, he said, of the weekly wage-earners, whether in the form of house purchase, savings bank deposits, or industrial assurance policies, combined with the protection given by the national schemes providing against sickness, unemployment, and old age, together constituted a strong material incentive to the maintenance of the British social structure on a basis of stability and ordered progress.

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EMPIRE EXHIBITION, SCOTLAND 1938

The United Kingdom Government Pavilion

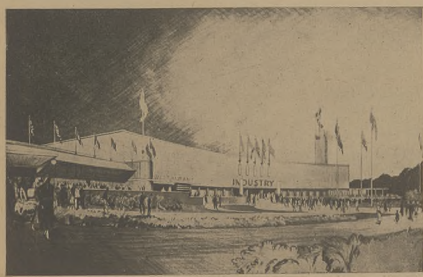
The United Kingdom Government Pavilion is situated between the magnificently planned Empire and Scottish sections of the Exhibition between which it forms a link.

The total length of the building is 450 feet, equal to the total length of St. Paul's Cathedral. The total area of site covered is 40,000 square feet which is equal to the total area of the Nave, Choir and Central space.

A harmony between this building and the group of buildings on the opposite hill is achieved by linking them axially with the great Entrance Block of the Government Pavilion.

The building is an imposing structure architecturally expressive of the prestige of its association with the Crown and the Government.

Viewing the building from the Avenue, the great Entrance Court is seen on the right, a dominating mass 90 feet in height flanked by pylons which give a first impression of the imposing scale of the whole conception, being similar in height to the Nave of St. Paul's.



The Palace of Industry — west Building.

Standing like sentinels at the base of these pylons on either side of a broad terrace of steps are two golden lions, striking examples of virile animal sculpture and traditional symbols of the alert strength of the Empire. The height of the Entrance Block is further enhanced by the application of projecting fins composing with the lofty luminous panels which mark the Entrance at night. Standing between these fins are three sculptured figures 16 feet high, symbolic of the themes represented within the building. Science in the Centre with Industry and Health on either hand. Science is shown as an intellectual figure holding in his hand a symbol of the world with its two poles typifying universal knowledge. Industry, on the other hand, is a manual figure with an apron and a hammer typifying the garments and instruments of labour. The third figure is of a woman conveying the sense not only of the special relation of woman to health, but also of hygiene and the general care of the body as a principle of health.

On the left of the Entrance lies one of the most striking elements of the design, a facade of buttresses and glass 200 feet long by 50 feet high, the whole completely reflected in a pool in the foreground. This is the Great Gallery which serves the four Pavilions of Exhibits which rise about this facade in the rear. At night this facade of glass will reveal itself as a vast panel of light throwing up in brief relief a mural on the wall beyond, twenty feet high and extending throughout the length of the Gallery.

Below this Gallery a stone terrace, upon which visitors may sit or walk comparatively free

from the pressure of the crowds, gives onto the Pool.

A third principal element completes the composition on the left hand, known as the Globe Hall, forming a kind of pendant to the rest of the building embracing the canopied exits and expressing by means of its rounded end the Globe and its environment within. Over these exit doorways is mounted a figure of Britannia, while poised at the opposite end of the building above the low Administration wing adjoining the Entrance Court is placed the Scottish variant of the Royal Arms.

The outside of the building is finished in white, designed to exploit to the fullest extent the architectural values of the various elements of the structure. The canopied entrance and exits on the other hand are contrasted by gay schemes of primary colour, red, blue and gold.

On entering the building the Entrance Court is placed the Scottish variant of the Royal Arms. The architecture of the Entrance Court is conceived to

impart the sense of austere grandeur in terms of a serene yet powerful simplicity which can scarcely fail to evoke in the beholder an imaginative response. Studied gradations of light playing upon the architectural forms will create an atmosphere elusive and mysterious, suggestive of the spiritual environment of Man's effort.

Set in the background of this Court is a great cylinder rising to a height of 50 feet is a monumental sculptural feature 40 feet high representative of the questing human spirit borne on a great spur symbolic of the creative urge, compelling man on to adventurous effort and discovery. The figure carries in one hand a symbol of the mechanical resources with which science has equipped man giving him mastery over his environment. In the other hand he holds over his head a light typifying the illumination which science throws upon his quest. Fountains of water play continuously from part to part of this feature, illuminated by light projected through glass floors in the bowls below.

The visitor will pass from the Entrance Court into the Great Gallery on the left leading to each of the four Halls in turn. The whole side of this Gallery opposite to the Terrace front which is in glass is decorated by a Mural in colour which weaves the themes of the four Halls behind into a connected pattern and theme. Some 200 feet long and 20 feet high this Mural is one of the most ambitious ventures in pictorial representation in the whole Exhibition, being comparable in length with the Nave of St. Paul's.

Each of the four Halls is an elliptically vaulted chamber some 44 feet in height and 40 feet wide,

A NEW LONDON

By Joseph Martin

London is generally spoken of as a huge, ungainly, overbuilt city, where little regard has been paid to symmetry of feature or logic of line. It has not been built, we are told, according to any scheme or plan; it has grown in a haphazard manner to meet immediate and rapidly changing requirements. But that view is not strictly correct. There have been many plans for London, plans which seemed amply sufficient for their day, but the rapid growth of the city rendered them insufficient to meet its later needs.

The planning of west London actually began with the Tudors. The Stuarts planned the city still farther west. A great opportunity for a big replanning of the central area occurred when the Great Fire of London devastated the city in 1666; but that opportunity was largely missed. Something was accomplished, it is true, but the city was too impoverished to spend large sums on magnificent scenery and, moreover, the war on the continent body with dictatorial powers to take control of the land and the resources needed to carry out Christopher Wren's plan for rebuilding a model London on the ruins of what the fire had left. So the vast metropolis continued to spread.

During the past thirty years alone building in Greater London has extended for six miles in nearly every direction. The population has increased from 7,500,000 to 9,500,000 in the London traffic area, which is bounded approximately by a circle of 25 miles radius from Charing Cross. About one-fifth of the population of the whole country and nearly one-fourth of the estimated total of insured persons between the ages of 16 and 64 now live in that area. The growth of London during the present century has been astonishing, and motor traffic has intensified many old problems as well as bringing a host of new ones.

Three and a half years ago the Minister of Transport ordered a comprehensive and systematic survey of the future traffic needs of Greater London, and the great engineer, Sir Charles Bressiey, was appointed to prepare a thirty-year plan for highway development. Sir Charles Bressiey has now completed his survey and presented his report, with his recommendations. The main feature of his scheme is a triple ring of circular roads around London to divert traffic from the inner area. The ground covered by the scheme is 2,000 square miles, and new routes of 828 miles are suggested. Many of these routes are through densely populated districts. Their construction will involve the building of many new bridges and viaducts, and the

longest Hall being 100 feet in length. The Exhibits are displayed on either side of these Halls in a continuous recess designed to receive them allowing the vaulted profile of the Halls to remain uninterrupted. This recess is surmounted by a series of height of approximately 11 feet which in turn provides a source of indirect light from which the vaulted ceilings are softly illumined in gradations of colour.

It is a feature of this Building that except for the expanse of glass in the Great Gallery on the front, the various Chambers are artificially lit, thus ensuring that all spaces and Exhibits can be illuminated by design rather than casually, and perhaps unfavourably, by a relationship to a source of uncertain light.

At the entrance of each Hall is a bureau where information relative to the Exhibits may be obtained and where Officials may be interviewed.

WARSAW STAGE



ZOFIA NIWIŃSKA
the talented young actress in *GEESSE AND GOSLINGS* by *Bałucki*

The *Teatr Narodowy* has had a big success in *Geesse and Goslings* a comedy by a well known Polish playwright, Michał Bałucki, produced in commemoration of the 100th anniversary of its author's birth. This somewhat satirical and humorous picture of the life of the Polish bourgeoisie and landowners at the end of the XIX century has not lost anything of its colouring and vivacity, in spite of some naivete. The young couple, whose love, tribulations and happy marriage form the background of *Geesse and Goslings* received talented interpreters in the lovely Miss Zofia Niwińska and Marian Wyrzykowi. The production is by Aleksander Zelwerowicz and the sets by Stanisław Jarocki.

The first night of Murger's *La Bohème* was awaited by Warsaw theatrical circles with great

digging of tunnels where traffic congestion cannot be relieved either on or above ground.

The outermost circular road, will be at a distance of about twenty miles from the centre of London. Farther off still great motorways are projected to all parts of the country. These will be protected against the frontage development which has been an unfortunate feature of many of the arterial roads built of late years. Within this comprehensive and farsighted scheme are projects for relieving the pressure of traffic in London itself by the tunnelling of Hyde Park to provide a new north and south avenue.

At first sight the proposals seem gigantic; but they are produced by a strictly practical engineer in consultation with a distinguished architect, Sir Edwin Lutyens. They are indeed based on the exercise of disciplined imagination and commonsense. The necessity for comprehensive action over the whole area covered by the report is emphasised by past experience and the development which may confidently be expected in the future. According to estimates prepared by the Registrar-General, London will have a population of 10,760,000 by 1951 and a traffic volume of four times its present density.

Sir Charles Bressiey has prepared his plans to meet the needs of a London expanding at the rate envisaged by the Registrar-General. His full scheme includes seventy works of major importance, involving a great deal of rebuilding, and it will take many years to complete. The report gives no estimate of the cost of the scheme. That it will be costly there can be no doubt; but it is equally certain that there will be an adequate return on the money spent, in more economical transport facilities as well as in the creation of a more spacious, noble and dignified London than exists today.

interest. The stage version has lost in some measure the charm of Murger, as it lacks colour. The production at the *Teatr Polski* is an adaptation by Marian Hemar of Barre's version, to which he added two scenes and many dialogues, taken directly from Merger's book. The production is by Zbigniew Ziemiński, who has made it perhaps a little too sentimental and gloomy, not always corresponding with the French character. It was, however, as usual of a high standard, only a few of the scenes and characterizations lacking in tempo on expression, and was well supported by the settings of Stanisław Śliwiński and the costumes of Zofia Węglowska.

Mimi and Musette were played by two Warsaw favourites: Elżbieta Barszczevska and Maria Modzelewska. Miss Barszczevska, as Mimi was full of exquisite charm, and sentiment. In addition the dramatic scenes of the farewell to Rodolphe and Mimi's death show that her talent is now ripe enough for such parts as *La Dame aux Camélias* or *Ślowacki's Lilla Weneda*.

A capital contrast to Barszczevska's Mimi, full of sorrow and sentiment, was Musette, played by another charming actress, Miss Maria Modzelewska, the personification of Parisian temper, elegance and style.

Rodolphe was played by Zbigniew Ziemiński who gave to the part of a capricious, sentimental and poetical youth. Such a conception of Rodolphe is in some measure unexpected, but quite original and interesting. Stefan Michalak, as the painter Marcel displayed Parisian style, temper and bohemian charm, both in his playing and in his appearance. The scenes with Musette are among the best in the play.

Fraise is also deserved by Władysław Kozłowski as Schouard. In contrast Józef Knaund and Jacek Woszczerowicz both lacked the French character in their playing and appearance. The rich uncle of Rodolphe was played by Stanisław Grolicki with a culture and talent too little exploited by the Warsaw stage. Mention should be made of Helena Buczyńska, giving a capital burlesque.

The new Polish comedy *I am the Loner* (*Kocham Cię z marsku*) by Roman Niewiarowski was the last premiere at the *Teatr Nowy*. A comprehensive review will appear in our next issue.

It is announced, that the management of the *Teatr Narodowy* will now be in the hands of Aleksander Zelwerowicz, one of the greatest Polish actors and producers. The activities of Zelwerowicz, as producer at the *Teatr Nowy* and *Narodowy* as manager of the Warsaw *Teatr Bogusławskiego* (whose period under Zelwerowicz remains among the most brilliant achievements of the post war Polish dramatic stage) and finally, as the director of the Polish State Dramatic School; his individuality and artistry, all give rise to the hope that under his management the first representative Polish dramatic stage in Warsaw will maintain a high literary and artistic level, worthy of its best traditions.

JERZY MACIERAKOWSKI

An Apology

In the last issue owing to a printer's error Dr. Waclaw Borowy was given as the author of "Britain's Temple of Accuracy" which was in actual fact written in London. We tender our sincere regrets to Dr. Borowy for any inconvenience to which he may have been put owing to this error.

Music, Stage and Screen in England

By Edward W. Betts of "The Era"

If London ever gives the impression of not being a musical city, it is not because it is poor in musical facilities, but because its musical life is made up of many units, all acting independently. If these units were drawn together they could make a demonstration that would surprise the world.

That statement will be put to the test by the London Music Festival in the Spring of next year. The Festival will differ from others in that the various units will remain autonomous within the festival, each accepting financial and artistic responsibility for its contribution. Here, therefore, for five weeks is a display of music - making by which London may fairly be judged.

St. George's Day, April 23, has been chosen as the appropriate day on which to open the Festival. As it falls on a Sunday, the opening ceremony will be in one of the London's principal churches and will present an opportunity for religious music—a department in which Britain's reputation has always been high.

London's three great orchestras—London Symphony, BBC Symphony and London Philharmonic will naturally play a prominent part in the Festival.

Toscanini will direct a number of the orchestral concerts, and other conductors will be Sir Thomas Beecham, Sir Adrian Boult, Bruno Walter and Sir Henry Wood.

In addition, there will be a performance of Elgar's *The Dream of Gerontius* at the Royal Albert Hall with the Royal Choral Society under Dr. Malcolm Sargent and reinforced for the occasion by Bradford and Croydon choirs, concerts by the Boyd Neel chamber orchestra, and one of Robert Mayer's orchestral concerts for children, also under Sargent's direction.

Chamber music will be performed on many days. Already the Lener Quartet has been engaged, and certain English combinations will be heard. The services of many more of the finest international and British artists have been secured.

Opera and ballet are both included in the scheme. At Covent Garden nights during the international season will be allotted to the Festival. There will also be performances of opera and ballet at Sadlers Wells, two items foreshadowed being Vaughan Williams's opera, *Hugh the Drooper*, and his ballet, *Job*. Special dramatic performances will be given at the Old Vic theatre, and a performance is planned with full orchestra and all Mendelssohn's incidental music to *A Midsummer Night's Dream* at the Open-Air Theatre in Regent's Park.

An event of unusual attraction should be an afternoon concert on the Thames at Chelsea towards the end of May, the music for which will include Handel's *Water Music* and Delius's *Summer Night on the River*. It is proposed to end that day's programme with a pyrotechnic display, probably in Battersea Park, at which Handel's *Music for the Royal Fireworks* will be played.

Various expeditions beyond London will be arranged for Festival visitors—to Stratford-upon-Avon, where the Shakespeare festival will be in progress, to the Glyndebourne opera house in Sussex, to Oxford, Cambridge and Canterbury.

If every year there is new adventure for the playgoer—as, indeed, it should be—it looks as if there will be an unusual series

of thrills and excitements next autumn. At the time of writing, no fewer than 41 new productions are scheduled.

Of special significance is the fact that all but five of the new autumn plays are by young writers, most of them unknown, or very little known, in the West End theatres. The stage seems to be attracting youthful genius to an unparalleled degree, and this applies to the acting and directorial side as well as to the writing side. One result of this is the continuous growth of the repertory movement which in turn seems to be creating a large theatre-going public among the younger generation.

The chief event of the theatrical year is the production at the Malvern Festival, on August 1, of Bernard Shaw's new play, *Geneva*. This drama of modern politics was finished at the beginning of last month, and from what I can gather, it has all the bite and caustic rally of Mr. Shaw at his best. Additional performances will be given at Malvern on August 8, 15 and 22, and the play may later be seen in London, though no arrangements have yet been made.

Of the 41 new productions that will have their first nights in London, 30 are "straight" plays, the remainder being "musicals".

Eric Maschwitz, whose *Balalaika* ran for over a year, heads the list of musical plays with three productions—*Pantrix*, a Hungarian romance of 1886 which music by Posford, who collaborated with him in *Balalaika* and the earlier *Good Night Vienna*, *Bird on the Wing*, based on the life of Lola Montez, and *The Lilacs Bloom Again*, another Schubert story. He also hopes to present Anderson's *Star Wagon*. Another interesting "musical" should be *Making Hay*, an adaptation by Ian Grant of Walter Hackett's clever farce, *It Pays To Advertise*.

Hackett is to do a new play for Marion Lorne and a farce for Ralph Lynn. The other "old times" represented in the autumn schedule are Frederick Lonsdale, Philip Johnson, Maxwell Anderson and Edward Percy. Rattigan, Baines, Morley, Ackland, Thomas Browne and Lewellyn will account for nine plays between them; the remainder are by new or lesser known authors.

Sir Hugh Walpole is doing a scenario of Vaughan Williams's novel, *And So Victoria*, which M. G. M. are to make at Denham. Elisabeth Bergner is now making her fifth British film, *Stolen Life*, written by Margaret

Kennedy from a novel that won the Czecho-Slovakian Academy prize last year. Dr. Czinner, Miss Bergner's husband, is directing the film, and it is being made at Pinewood with exteriors in Cornwall, Switzerland and the South of France. In the cast are Michael Redgrave and Wilfrid Lawson.

It is at last fairly certain that we are to have a film on the life of Lawrence of Arabia. Leslie Howard is collaborating with Alexander Korda on the subject and the present plan is that Howard will play the leading part.

A Royal Divorce, one of the most profitable of all historical melodramas, is to be filmed at Denham with Ruth Chatterton and Pierre Blanchard as Josephine and Napoleon.

Well-known variety artists now making films include Gracie Fields (*Piccadilly Circus*); George Formby (*It's in the Air*); Max Miller (*Everything Happens to Me*); and Lucan and McShane (*Old Mother Riley in Paris*).

Books Reviewed.

"Small Talk" by Harold Nicolson, Tauchnitz 5319. An amusing volume of essays by a man who is well read and has travelled widely. The author while retaining his Edwardian prejudices has, nevertheless, fully kept pace with post war tendencies. Highly recommended.

"Faith, hope, no Charity" by Margaret Lane. A well written novel depicting London life in the present day, not the glittering London of the tourist but the London of the Cockney. A first novel written with understanding.

"We are not Alone" by James Hilton. Albatross 365. A crime story that is different. No detective but only an innocent man and woman hanged for a murder they did not commit. A striking indictment of middle class pettiness.

"I live under a Black Sun" by Edith Sitwell. His story of the tragedy of Jonathan Swift and of the two women who loved him, as depicted by the foremost English Poetess of today is well worthy of perusal.

Readers are reminded that Albatross and Tauchnitz editions can be obtained all over Poland at zł. 4 per volume.

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PAN. Françoise Rosay in "Penonant Mimosa" (French thriller)

RIALTO. Ida Lupino and Nino Martin in "The Bandit" (Thrilling musical with Mexican setting)

*ROMA. Joe Brown in "The astrologer" (Good Farce)

STYLWOL. "Her Husband's Secretary" (Usual triangle, but amusing)

*STUDIO. La Jana in "The Indian Treasure" (Indifferent oriental adventure in German)

SWIATOWID. Ivor Novello in "The Rat" (Good melodrama)

VICTORIA. Lily Pons in "The Girl from Paris" (First class musical)

Starred cinemas play at 5, 7, 9, others at 8, 10.

Note: Many cinemas have changed their hours of showing during the summer months. The times indicated held good when going to press.

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105339	LEBERFELD Chana	24	D	"	"	Białowa, Pow. Rzeszowski
105344	MILICH Majda	29	D	"	"	Plac Dolny 7, Włodawa
105345	BÜCHINDER Szawa Efraim	28	D	"	"	Nowy Rynek Str. 23, Łódź
105346	BOKSENBOJM Sura Abram	34	D	"	"	Snopkowska 5, Lublin
105348	ZYLBERNAGEL Feiga Tauba Chemia	28	D	"	"	Czyżew
105351	WAKSMAN Ester	22	D	B/3	"	Sienkiewicza 15, Łuck
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CINEMAS

ATLANTIC. Daniella Darieux in "The Captious Shogel" (French Comedy)

BALTEK. Mickey Rooney in "The Muggers don't Tell (Little Lord Fauntleroy up to date)

CASINO. Dick Powell in "Hollywood Hotel" (Music excellent, plot negligible)

CAPITOL. "Wrzos" (Polish Drama), 3rd month

COLOSSEUM. Nell Hamilton and Edwige Jayson in "Ace of Hearts" (Good spy film)

EUROPA. Erich Von Stroheim in "Agent H 21" (Good spy story in French)

*IMPERIAL. Carole Lombard in "Nothing Sacred" (First class comedy)

*PALLADIUM. Olympe Bradna in "Rhapsody" (Good Drama)

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