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LONDON LETTER

By "The Londoner".

The King Visits his Boys Camp

Ever since its foundation in 1920, the Duke of York's Camp has been closely associated with the present King in a great deal more than name. The Camp's purpose is to provide an opportunity for public-school boys and the sons of workers to learn, under canvas, the comradeship of equality in work and play.

As Duke of York, the King always made a point of attending the Camp in person and joining in the life of the boys there. It was his own idea, and the very special welcome he always found there was the measure of his personal share in its success.

Shorts and Sing-songs.

As King, His Majesty has refused to detract in any way from the informality of these visits. He came among the boys for a few hours last week, at their sea-side camp at Southwold, dressed in the shorts and open-necked shirt which is the camp "full-dress". He ate the ordinary camp lunch, and sang the choruses of the camp sing-songs.

His welcome was such as he has always received from these boys, whom he treats as his own particular friends. Nowhere, probably, is there such an expression of wholehearted loyalty among the younger generation of all classes.

"The quality of good companionship" was Sir Samuel Hoare's description of the spirit which the King has fostered in this camp, and the Home Secretary rightly praised His Majesty's example as "leadership at its best."

Rivals in Retirement.

Earl Baldwin is spending his retirement in a way which is peculiarly congenial to one who, even in the dust and heat of the political battle, always remained a countryman at heart.

He has announced that he will spend the next three months sorting out his private papers, which have accumulated during the last 18 years. At the same time, the former Prime Minister is winning prizes for fruit and vegetables at local flower shows in his native Worcestershire.

Politicians who remember his long political rivalry with Mr. Lloyd George are wondering, with amusement, whether, now that both are in retirement, the two ex-premiers will compete against each other in the agricultural and horticultural fields.

Mr. Lloyd George has a model farm in Surrey, and is particularly proud of his piers, potatoes and apples. Lord Baldwin is also keenly interested in these three branches of agriculture, so the clash may not be long delayed. The supremacy of L. G.'s Churt honey is not likely,

however, to be seriously challenged by his former rival. The Surrey heather is much more mellifluous than the flowers of Worcestershire.

Navy Week.

Every year the British Navy is "at home" to visitors. Ships in the great naval docks of Portsmouth, Plymouth and Chatham, are inspected by nearly 400,000 holiday-makers, who wander everywhere from the engine-rooms and the gun-turrets to the quarter-deck, causing consternation by asking Captains and Commanders to bring them cups of tea, and insulting the dignity of midshipmen by rhapsodizing over their youth.

Wherever it goes, the Navy lives up to its well-earned reputation for hospitality. They are excellent hosts, and have long been among the most popular of Britain's unofficial Ambassadors-at-large, in the highest traditions of diplomacy which hides no arrière-pensée.

No Longer "Gallant".

An interesting little point of parliamentary procedure has been raised by Colonel Colville, the Secretary of State for Scotland, dropping his military title. This will mean a change in the method of referring to him in Parliament. Hitherto he has been referred to as "The Right Honourable and Gallant Gentleman". Now, officially, "Mr. Colville has ceased to be "gallant".

In Britain there are plenty of different titles but the British have the curious habit of using them as infrequently as possible. Thus, many M. Ps. who served in regular units during the War have dropped their military ranks during the past few years.

Member of the present Government who have done so include (Captain) Duff Cooper, First Lord of the Admiralty, who was in the Grenadier Guards throughout the War; (Major) Walter Elliot, the Minister for Health; (Major) Hore-Belisha, the War Minister and (Major) Oliver Stanley, President of the Board of Trade.

Outside the Cabinet a prominent figure who is no longer officially "gallant" is Mr. Anthony Eden. He served throughout the War in the crack King's Royal Rifle Corps but dropped his title of Captain about the time he entered the Cabinet.

The Fourth Test Match.

The result of the fourth test match — a win for Australia — now makes it certain that the Australians will take back with them the "Ashes", one of the most coveted trophies in the British sporting world. How great is the popular interest in cricket, the

English Examination for Foreign Students

By J. O. Roach, M. A.

When the new idea of "cultural co-operation" began to make headway in England, at least two aspects of the problem were discovered. One was the need to put an adequate picture of British achievements and civilization before the world — self-advertisement if you like, but in a quieter key; the other was the need for responding to individuals and societies already showing an active interest in us, in our way of life and our language. To make that response was mere common sense and courtesy.

We in Cambridge, who were concerned with this latter aspect of the problem, found that we were not putting to its full use an examination in English which we had been conducting for foreign students since 1913. In 1931 we began to modify the syllabus and to extend the list of possible centres, with the result that each year since has seen a substantial increase in candidates.

This proves what we believed when we started to lay plans in 1931, that a substantial number of foreign students visit Great Britain to learn the language and that they welcome an authoritative test which stimulates them to take their studies seriously. Students have told me this time and again when I have tested them orally.

During 1934 and 1935 the British Government began to show an interest in cultural relations with foreign countries and, as is well known, considerable sums of public money are now spent on lecture tours, grants to selected foreign students, and so on. No public assistance reaches these examinations, but in 1935 the Board of Education gave official recognition to two Certificates of Proficiency in English, those awarded by the Universities of Cambridge and London.

The examination for the London Certificate is held in London and full teaching for it is provided by the University of London in its courses for foreign students. The examination is particularly valuable for intending teachers of English and it requires the study of phonetics. The regulations may be had from the Extension Registrar, University of London, W. C. I.

national game still played on every village green, was to be seen in the gloomy looks on the faces of Londoners as they opened their evening papers in buses or tubes on their way back from work.

Visitors to London were startled by the poster of one of the great evening papers, which read: "ENGLAND FIGHTING". Even some of the local inhabitants, whose attention happened to be distracted (for a few brief moments) from the grim battle

THE "ENCHANTERESS" AT GDYNIA



Mr. Duff Cooper, First Lord of the Admiralty visited Gdynia and Danzig during last week.

The Cambridge examination is held at a number of centres in the British Isles and is also available at present in about seventeen other countries. We came to realize that there are many keen students of English who cannot visit England to complete their studies; there are also excellent and increasing facilities for learning English elsewhere.

Among the centres provided in the British Isles, it may be well to mention three particular categories. First, there are the University Colleges of Nottingham and Southampton, with courses all the year round chiefly, but not exclusively, designed for the university type of student. The scope of their work and activities naturally goes far beyond the examination syllabus for which they prepare their students. Secondly, for students in or near London, there are the City of London College and the Polytechnic, Regent Street, at both of which the courses meet a great variety of needs.

The third special category of centres, which is something quite new, concerns Vacation Courses. Many foreigners come to such courses in England. Some do not need a certificate — they are already fully qualified; others do not wish to take the work too seriously — they may be quite right, as it may be their only holiday; yet others wish to

increase their qualifications. At present these later enter for the internal examination provided by the authorities of the Vacation Course. There is a certain advantage in making available to them a standard external examination with a certificate which is becoming increasingly well known in foreign countries. Therefore an examination will be held in August next year in connection with the Cambridge Vacation Course. This August arrangement may be extended.

We believe that this will be of service to students who prepare for the Proficiency examination during the year and would like to attend a Vacation Course for the final polish. There are also students who can only come to England during the summer holidays and are then scattered all over the country. They may not be able to follow a course, but they may like the opportunity of taking the examination.

In Poland there are centres at Warsaw and Gdynia and one in organisation at Katowice. Enquiries may be addressed to Mr. E. Sykes, Sewerynów 4, Warsaw; the Secretary, The Anglo Polish Society, Gdynia; or to Miss R. M. Hoblins, 3go Maja 34 m. 10, Katowice. As studies for the next examination will begin soon, early application should be made.

being fought to its desperate finish at Leeds, hastily paid their pennies to see which particular European storm-centre had launched Armageddon at last!

The Dublin Horse-Show.

The Irish are perhaps the most "horse-wise" nation in the world, and the Dublin Horse-Show is one of the greatest attractions that Eire has to offer to her visitors. This year the show-which is always conspicuous for that

excellent quality which one might call the "democracy of horse-lovers" — breathed a spirit of more than ordinary good-will. The new atmosphere was a direct result of the Anglo-Irish Agreement.

Political differences have in the past given rise to artificial constraint, which has never affected the traditional (and quite exquisite) hospitality of the Irishman. But England has never

(Continued on page 4)

Economics and Finance

STRENGTH OF SAVINGS MOVEMENT.

By Robert MacKay.

The capacity for saving displayed both by the small saver and by the middle class in Great Britain constitutes an important aspect of the financial strength and social stability of the country. The total investments from small savings rose from £1,384 millions in May 1937 to £1,440 millions in May 1938, or an increase of £56 millions on the year. In giving these figures at the annual meeting of the National Savings Committee, Lord Mottistone, President of the Committee, pointed to the constant growth of the savings movement in Great Britain, the total number of voluntary Savings Groups having increased during the year reviewed by over 1,600 to 39,425. It is significant that the enormous sums thus placed in Savings banks are derived from the small saver. The small investor finds another outlet for his savings in Building Societies, in which approximately £700 millions are invested.

The position occupied by the middle class investor is between the investor of substantial means whose resources permit him to participate in large financial operations, and the small saver whose primary requirement is to find a safe deposit for his savings. For this class of investor the investment trust has recently come into existence. It invests the money entrusted to it in a large number of approved issues and pays dividends to its shareholders based on the average amount of earnings derived from such investments. In 1935 there were only 34 of such trusts in existence and their total sales of shares amounted to £25 millions. To-day their number has increased to 79 in which the middle class investor now has funds entrusted to the extent of £75 millions.

EXTRACTION OF ORES

During the first quarter of this year 214,870 tons of iron ores were extracted in Poland as against 145,579 tons during the corresponding period of 1937. Extraction of pyrite declined from 15,127 to 14,452 tons for the periods compared. The iron-ore and pyrite mines employed on the average 7,052 men during the first quarter of the present year, an increase of 37.6 per cent in comparison with a year ago. Extraction of zinc and lead ores during the first quarter totalled 124,629 tons (108,908 tons during the first quarter of 1937). After enriching by fusion 42,478 tons of zinc ore (37,780 tons in the first quarter of 1937), and 1,589 tons of lead ore (1,505 tons) were produced. On the average the mines employed 1,968 men, an increase of 22 per cent as against a year ago. Imports of zinc ore during the first quarter totalled 33,161 tons valued at 2,846,000 zlotys, an increase of 235 per cent. Imports of lead ore, which had been constantly declining since the beginning of 1937, stopped completely this year.

EXPORTS OF LEATHER GOODS FROM POLAND

Exports of goods produced by the Polish leather industries last year totalled 3,550 metric quintals valued at 7,416,000 zlotys. As against 1936, Polish exports of such goods rose by over 1,000 quintals by weight and by 2,438,000 zlotys by value. The chief buyers were the U. S. A., the United Kingdom, Austria, Germany, France, Belgium and Czechoslovakia.

OPENING OF POLISH LITHUANIAN RAIL COMMUNICATION.

Owing to the uncompromising attitude of the Lithuanian government, there has been no direct railway communication between Poland and Lithuania for 20 years. Finally, however, an agreement has been arrived at and normal communication between the two neighbouring countries has been opened on the 1st July 1938. The journey between Warsaw and Kaunas takes 9 hours, via Wilno.

Apart from political and economical considerations, the opening of communication between Poland and Lithuania has considerable importance for tourist traffic. Foreign visitors will find the opening of Polish-Lithuanian direct communication as a convenience, for troublesome detours have been hitherto necessary to cross the border.

THE LWÓW EASTERN FAIR

The Lwów, Eastern Fair which will be held between the 3.IX. and the 15.IX. is an important commercial event of international importance. The city of Lwów has always been a centre of trade between the West and the East. It has resumed that part to some extent after the war and the annual Eastern Fair is the most important commercial manifestation of Lwów and the whole of South-Eastern Poland. Besides the businessman, the ordinary traveller and tourist may find much of interest at the Fair and in the city of Lwów. On the grounds of the Fair there is a splendid panorama of the battle of Racławice, considered to be one of the finest in the world.

THE FIRST HALF OF 1938 AT THE PORT OF GDYNIA

The total goods traffic at the port of Gdynia during the half year just ended amounted to 4,440,223 tons, of which 4,383,394 tons were handled in overseas trade. Sea-borne imports totalled 774,558 tons, sea-borne exports 3,608,836 tons, coastwise traffic (including the Free City of Danzig) 8,712 tons, and traffic with inland waterways 48,114 tons. As against the corresponding period of 1937 the total goods traffic of the port increased by 28,969 tons, or 0.7 per cent.

Empire Exhibition - Glasgow

Particulars may be obtained from the Polish Representative

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Count Beniofski's Visit to Japan in 1771

By Aleksander Janta.

(Continued)

Here on the other hand is Japan, of which the coasts are jealously guarded against foreign vessels and foreign landings. The St. Peter and Paul was fairly well armed for such a small boat but so were the Japanese. Nobody knew or was ready to recognise the Polish colours which were hoisted on the mast of Beniofski's ship. According to his own narrative, the ship sailing God knows where, touched first an island which experts today are willing to regard as one of the group of Bonin, was sure of having made a discovery and from there sailing westwards arrived at a bay, which he calls the Gulf of Usilpatchar. There have been many learned commentators on Beniofski's memoirs and among others Prof. R. K. Douglas, trying to identify this mysterious and unintelligible name of Usilpatchar. The final conclusion they arrived at was the suggestion of Funikata. Ulikamby, in Beniofski's memoirs the "Japanese king" who received him most hospitably on his forced landing in Japan, means according to Prof. Douglas, suggestion Ulikama — the Daimyo of Yedo, Kiligur, another city mentioned by Beniofski, to which Ulikamby was supposed to proceed after receiving Beniofski and his companions, a city at the head of the Gulf of Usilpatchar, according to Captain Passfield Olivier, is supposed by some to be Yedo, possibly the Suranga of Harris' "Voyage". This goes to prove and to show, how utterly lost and hopeless must have felt all those, who attempted to discover the truth behind the most intriguing story of Beniofski's voyage to Japan without giving themselves the trouble of confronting it with whatever the Japanese had to say about it. One thing is certain: Beniofski, though claiming to have had an interpreter on board, who knew something about the Japanese language, was absolutely lost when coming in contact with the natives of this country. And the transcription of the names he gives, or some words, which he has overheard proves it amply. The unusually kind reception, with which he met in Awaji — some rough study of the subject in Japanese and Dutch documents, and in a contemporary Japanese publication as well as in many manuscripts, not yet published and dating from the beginning of the 19th century, one can find accounts referring to this matter. It was indeed the first time, that Japan became aware of this menace. The capturing of Captain Golownin who was sent to inspect the shores of Japan, a few years after Beniofski's trip, was only another testimonial of the truth, contained in Beniofski's letter and served to establish his authority.

Another sensation to the Japanese public was the fact that on board Beniofski's vessel were the first European women ever seen in Japan. The first merchant ships from the West which might have touched Japan's shore even before the seclusion imposed by the Tokugawa shoguns, carried of course no females among the crew, and the Dutch, living in Nagasaki were I understand forbidden to have women with them. So the strange ship, of which the note in the Nagasaki diary says, that it could not be established whether it was a three master or what flag she was flying, had some women on board. In a drawing, reprinted from an old manuscript, Bengoro is reproduced with two of his companions, one of them being a woman, dressed like a nun. We can find in Beniofski's memoirs the probable source of such drawing. As he was received by the king of the province of Awaji at which he first landed and incidentally a direct ancestor of Marquis Hacıuka, whose Tokyo residence is today the Polish Embassy — this king, having at first no interpreter to help him conversing with the newcomer, asked a few men of his retinue to draw pictures, explaining what he wanted on board. These pictures did not resemble Beniofski and his

Doutcau of the French Embassy in Tokyo, who, following Beniofski's description of the course taken, of his notes about wind and weather, the speed which his vessel might have possessed, the currents with which she was bound to meet, goes to establish, adding to the theory the practice of personal experience of a sailor on those same waters, a definite track of Beniofski's voyage, thus giving a solid foundation to further investigations, if after the present attempt anybody would find proof and material to challenge its conclusions. At the same time Prof. C. Okamura of the Waseda University is gathering materials to write an essay, which would throw the first authoritative light on the problem from the Japanese angle.

It is known and well established that Count Beniofski, whose name through Dutch translations was misspelled and appears in Japanese documents as Moritz d'Aladar han Bengoro, first from Awaji, and then from the Island of Oshima in Ryukyu, wrote seven letters to the Dutch factory in Nagasaki, trying to get in touch with the only Europeans living in these times in Japan. Some of them are just letters of thanks for the hospitality he encountered in Awaji, others explain the innocent purpose of his visit, but there is one which has aroused a special interest being the first historically known warning which Japan has received against Russia. It speaks about the evil intentions of this Northern neighbour, who would like to capture Yedo and for this purpose is fortifying the Kuril Islands. It was widely discussed and in a contemporary Japanese publication as well as in many manuscripts, not yet published and dating from the beginning of the 19th century, one can find accounts referring to this matter. It was indeed the first time, that Japan became aware of this menace. The capturing of Captain Golownin who was sent to inspect the shores of Japan, a few years after Beniofski's trip, was only another testimonial of the truth, contained in Beniofski's letter and served to establish his authority.

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companions except for the dress. This has been pointed out as well in Beniofski's memoirs, as in the books which reproduce those pictures. In Marquis Yamanouchi's diary, describing various events connected with his province of Tosa, and with the times in which he lived, we can find also most interesting materials concerning Beniofski, his ship, his crew and his behaviour. In some ancient archives of Tosa can be found a print, with a detailed sketch of his boat. The Japanese being, as always, a very curious people did not omit any detail, and were most anxious to copy and to write down all the strange and new things they saw on the ship. This Beniofski points out in his memoirs very distinctly. The result we see in Marquis Yamanouchi's documents, which relate the story of a certain Chuei, who saw Beniofski's ship off Oshima Island, and has put down various descriptive details, as in a police protocol. For instance: The ship's shape is like a box, narrow and slender. The length is about thirty fathoms as well as that of the mast, on which three flags were floating. The adult men as were about 2.3 m tall, the women were about 2 m tall, and 15 or 16 years old the boys were about 1.5 m tall. The colour of the faces was red, and that of the body genuine white. The length of the nose was about 4 inches and bending to the front. The dresses were damask silk and scarlet silk crape, and shoes were of hide from horses. The people of Oshima were very stirred digging in their houses to bury various things and being ready to fly away to the mountains. There was a man called Hanakusa Tokido, who was exiled from Satsuma to this place who had a plan to burn down the ship. As they were stretching their legs freely amid the people gathered — continues the story — we asked them the name of their country. Then they replied "Oren". Now "Oren" is undoubtedly the Japanese transcription for Polen, the crew using German, as this seemed them the closest to the Dutch language, and that their only hope was to be understood through some Dutch interpreters. When they speak loudly — says further Chuei, the man who witnessed the arrival of Beniofski's ship in the Island of Oshima — their voices are louder than shell trumpets. On the ship they beat a drum and ring a bell, and sometimes blow a trumpet. This remarkably detailed description ends by giving the text of six letters written by Beniofski to the people of Oshima, explaining his innocent intentions, as he was forced to touch the shores of this land by a storm, and to the Dutch in Nagasaki, to express his gratitude for the kindly reception received in Oshima cottage with a letter which contains the warning mentioned above: "I heard that next year Matsue (which may be Matsumae in Hokkaido) and its neighbouring islands will be occupied. These places are located in latitude 41.38. N. Arms are kept in a stone cottage built in the Rikurisu Island near Kamushikatteka (Kamehatka). The Rusu people are strictly prohibited to report about it through letters". The date is July 20th, 1771.

Japanese archives contain undoubtedly more about this adventurous journey. It is hoped that the present investigation, by bringing to the light all Japanese testimony to this as yet practically unverified story.

SHIPPING AND AVIATION

The Port of London.

The river Thames is rich in historical associations of many kinds, but its main interest, at any rate in the lower reaches, lies in its commercial activities. The Romans themselves fully realised the possibilities of this noble river on the fringe of their Empire. They built dykes to stop inundations of the banks at high water, and they deepened the channel to improve navigation. The number of vessels plying between London and the Mediterranean ports increased steadily. Manufactured articles of many kinds poured into Britain by way of the Thames, and corn, cattle, ores and raw materials were exported by the London merchants of that day.

The course of the Thames below London Bridge is through low-lying meadows and marshland, and since the days of the Romans the men of Thames-side have had to wage constant warfare with the river which is at the same time their foe and their pride. The Roman river-walls were frequently rebuilt during the middle ages. Queen Elizabeth took special care of the water-side defences, and later the docks of London were built on the old marshes. The East India Company was largely responsible for the early development of the docks. In 1612 the company built at Blackwall a dry-dock, which was rebuilt in 1661. The Port steadily expanded. Between 1705 and 1795 the number of ships from broad-trebbled and costive traffic doubled, and the expansion would have been still greater but for restrictive legislation on trade.

Now the riverside industrial activities extend for forty miles, from Tower Bridge to Canvey Island on the north bank to the estuary of the Medway on the South. Some idea of the extent and variety of these activities is given by an attractive mechanical model of the Port which was made to the order of the Port of London Authority and is now on view at their head office. It embraces the five great dock systems—the London and St. Katherine, India and Millwall, Surrey Commercial, Royal Victoria and Albert, and King George V Docks, as well as the docks, jetty and passenger landing stage at Tilbury. As the model can only be seen on the spot, however, we must be content to base our ideas of the Port and its activities on statistics.

In 1937 more than 62,000 vessels, with a total net registered tonnage of nearly 62,650,000 tons, made use of the port, where during the same period some 44,380,000 tons of merchandise were handled. These are imposing figures but equally imposing are those relating to the accommodation and facilities provided by the Port of London Authority. The dock estate covers an area of over 4,200 acres; the water area exceeds 720 acres; there are 45 miles of quays, 157 miles of railway, and 48 miles of road; warehouse and shed floor space cover more than 550 acres; and there is accommodation for over 1,000,000 tons of goods. With regard to mechanical equipment, the number of cranes alone is 1,360. In 1936 the value of the port's import and export trade—exclusive of transshipments under bond, representing over £33,000,000—exceeded £509,000,000, or nearly 38 per cent of the total external trade of the United Kingdom.

The Naval Dockyards at Deptford and Woolwich, which closed down in 1869, were established by King Henry VIII, and until thirty years ago the principal industry on Thames-side

was shipbuilding; but the last ship to be built on the Thames was launched in 1911 and, except for small craft, the shipbuilding industry then came to an end. The remaining industrial activities of Thames-side are extensive and varied. On the south side Bermondsey is the centre of the leather trade. Nearby are wharves and warehouses concerned with food. The Surrey Dock system at Rotherhithe is the principal centre of the softwood trade with Northern Russia and the Baltic. On the north side the St. Katherine and London Docks are mainly concerned with wool, ivory, spices and tea. The East India, West India and Millwall Docks at Poplar are the centre of the trade in rum, sugar, grain, hardwood and wood-pulp. Important alterations and improvements are continually being made by the Port of London Authority, and the equipment of the port is maintained in a manner worthy of its outstanding position in the world of trade.

Busier North-East Shipyards.

Largest Liner for Trade with Australasia

Shipyards in the North-East of England are busier than they were a year ago. On the Tyne there are over 400 vessels being built with a total tonnage of 345,000 tons, an increase of almost 40,000 tons on 1937.

The new 27,000 ton motor-ship, the *Dominion Monarch*, is being launched at the end of July by Messrs. Swan, Hunter and Wigham Richardson Ltd. of Wallsend. The *Dominion Monarch* is the largest ship ever designed for trade with New Zealand, South Africa and Australia. She is the latest of eight liners, totalling 82,000 tons, that have been built on Tyneside within the last ten years for the New Zealand trade.

Another important vessel expected to be launched shortly, is the 11,500 tons passenger motor liner *Sobieski*, which is being built for the Gdynia America line.

A vessel built by another Tyne firm is not to be launched. This is the oil-carrying tender, 110 feet in length ordered by the British Tanker Co. for service at Abadan. The vessel has been completed on the stocks and is now being dismantled in order to be shipped abroad, where the parts will be re-assembled. Every part has been carefully marked and numbered as the vessel stands completed. A tug for the same owners is also being built in the yard but the hull of this vessel, and also the engines will be shipped out to Abadan intact.

So far, this year, there have been 20 launches on the Wear, and at the most recent of those which took place at the end of June, high tribute was paid by the Greek owners to the builders. The ship was the *Themoni*, built to the order of the Kassos Steam Navigation Co., Ltd., of Syra, Greece, a 10,000 ton cargo steamer built by a Sunderland firm.

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Aeroplanes in Former Mills.

A new industry, the production of aircraft, is being established in the Lancashire town of Ashton-under-Lyne, where aeroplanes are to be made in mills formerly utilised for cotton spinning. A famous Manchester firm (A. V. Roe & Co., Ltd., of Newton Heath) is busy renovating and reconstructing the Whitelands Twist Mill for the manufacture of complete aircraft, and the company expects to be in full production by the end of the year. Considerable extensions are also being made.

The capacity of Rootes aircraft factory at Speke, Liverpool, is to be increased by over 40 per cent, providing work for several hundred extra men. The factory has been built at a cost of a million pounds and 5,000 people will ultimately be employed there on the making of aeroplane frames.

Manchester Airport Opened.

Fifty thousand people attended the opening of Manchester's new airport at Ringway (Cheshire) by Sir Kingsley Wood, Britain's Minister for Air, who described it as "perhaps the finest airport in the country." The Manchester Corporation has already spent £150,000 on the airport and further extensions and improvement will increase the total cost to £250,000.

Forty Continental cities are now linked to Manchester by daily air services, and it is possible to arrive in Amsterdam for lunch and to reach Berlin, Budapest or Vienna by evening. By the autumn the landing area of 250 acres will be larger than Croydon, and there is sufficient land to put down a runway of 2,200 yards, which would suffice for the heaviest land planes that might be envisaged as servicing an Atlantic route in the future.

The Brethren of Trinity House.

The Brethren of Trinity House, clad in their traditional uniform, held their Court and walked in procession to Church on Trinity Monday, the 13th of June. The original Trinity House Corporation was of a somewhat religious character, concerned with the welfare of seamen, ashore and afloat. It was already in existence when King Henry VIII granted its charter to the "Guild" or Fraternity of the Most Glorious and Undividable Trinity and "Saint Clement", in 1514. It was for a long time closely connected with the Navy, but now it is more concerned with the welfare of shipping generally.

Trinity House is the general lighthouse authority for England, Wales, the Channel Islands and adjacent Seas, and for Gibraltar. The Corporation controls 96 lighthouses, of which 62 are fully manned, the remainder being "semi-watched or unwatched". In some localities, where the building of needed lighthouses is impracticable, light-vessels are moored, with powerful lights on the masts. There are nearly 100 of such vessels, the eldest being the one at the Nore. It controls also over 600 navigational buoys, of which 150 are fitted with lights, to mark shoals and danger spots. Trinity House is the authority for the pilot service of the United Kingdom. The Brethren also undertake a great deal of charitable work. According to Vice-Admiral Gordon Campbell, V.C., a "Younger Brother" of Trinity House, who recently wrote on the subject in the *Daily Telegraph and Morning Post*, about £25,000 a year is spent on deserving cases among seamen, their wives or widows, and orphans.



An Imperial Airways Flying Boat at Southampton

British Civil Air Guard.

The response to the new campaign for enrolling air-pilots has been tremendous, and the Air Ministry's only difficulty is how to deal satisfactorily with the great and increasing number of applications. One of the most important problems is the possibility of establishing some kind of "rule of the air" to correspond with the "rule of the road", and thus render air disasters less likely.

Sir Kingsley Wood, the Air Minister, has brought to his new office the same breadth of imagination and organising ability as went to make the Post Office the most efficient of the Government Services. Indeed it is the only Government Department which not only pays its way, but makes a profit for the State.

One of the lighter aspects of Britain's new drive for Air Defence is the new flood of advertising to which it has given

rise. One enterprising firm offers its clients a wide range of "cosy little bomb-proof shelters".

Ten Years in the History of British Commercial Flying-Boats.

It is just ten years now since—in July, 1928—the first of the Imperial Airways multi-engine Empire flying-boats, the 3-engine 'City of Alexandria', was brought into commission.

That pioneer Empire flying-boat, and others of a similar 'Calcutta' type, flew with consistent success on Mediterranean sections of the Imperial routes until, to comply with growing traffic demands, they were followed by the bigger 4-motored 'Scipio' class flying-boats.

And now today, in the march of air progress, the 4-motored 'Scipio' has given place to the great fleet of 'C' class flying-boats which are now operating between Southampton and Egypt, Africa, India, Malaya and Australia.

GYROSCOPIC CAR OF 1912 UNEARTHED

A find of interest to the motoring world was recently made at the Birmingham factory of Wolseley Motors, Ltd. Workmen, digging on a vacant site near the railway unearthed a portion of mechanism which proved to be the remains of a massive two-wheeled car, later identified with the gyroscopic car invented by Count Peter Schilowski, in 1912.

The body, originally panelled in aluminium, had suffered through being under the ground, but the chassis proved to be in wonderfully good condition. The engine turned over and the gyro could be revolved. The replacement of the chains to the pendulum control was all that was necessary to make it possible to follow how the mechanism originally worked.

This car, which since its first appearance has been the subject of copious technical argument from time to time, was constructed by

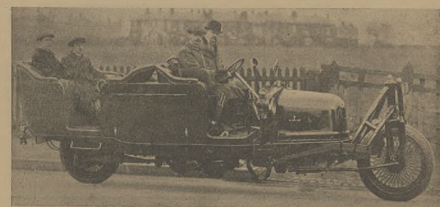
the Wolseley Tool & Motor Car Co., Ltd., under Count Schilowski's direction.

The inventor claimed that a two-wheeled motor-car, working on the gyro principle, could reach a given speed with a smaller engine than the ordinary four-wheeled car and also that the frame and body construction would be correspondingly lighter.

Work was begun on the car in 1912 and several tests of an experimental nature were held. After overcoming many difficulties, Count Schilowski was able to give the first successful demonstration run in London in April, 1914.

There is no saying how this invention might have developed had the work upon it been allowed to continue. Unfortunately, with the outbreak of War, work was suspended and never resumed.

The machine has now been cleaned and in part reconstructed and stands in company with other historic Wolseley models in the company's museum.



Count Schilowski's Gyroscopic Car as it appeared in 1914

London Letter

(Concluded)

been more popular in Eire at any time during the last 50 years, and English visitors have been conscious of a special cordiality.

General Post in Clubland.

During the summer months, half the London clubs are closed for cleaning and repairs, and the members received as temporary members in other clubs. This tends to ruffle the smooth surface of what is still one of the most tranquil aspects of British life. The homeless clubman usually has a choice of two or three establishments where he will be received — if not with open arms, at least with a slight mitigation of the polite suspicion which awaits the ordinary visitor.

He will not be particularly happy. The food and the wine, however excellent, will not be of the quality to which he is accustomed: the smoking-room will be too noisy (or too dull); the service too indifferent (or too familiar). He will long for the day when the dust-sheets are stripped from the furniture in his familiar quarters, and he can settle back in his favourite armchair.

Thus he vindicates a certain sturdy independence in the British character.

An Aristocratic Socialist.

The dowager Lady Warwick, who died recently in her 78th year, was one of the most colourful personalities of the Edwardian era. When she was fifteen, Disraeli took her to her first play — Ellen Terry and Henry Irving in "Romeo and Juliet".

Plans were made to marry her to Prince Leopold, Queen Victoria's youngest son, but she married his equerry (then Lord Brooke) instead. The Queen, who had herself married for love and was always of a romantic turn of mind, fully approved this love-match.

Lady Warwick was a noted beauty and a member of the famous "Marlborough House set". She was a convert to Socialism, and in 1923 was adopted as Labour candidate for Warwick. Her successful opponent in this election was a young man distant relative to her called Mr. Anthony Eden. After her defeat, Lady Warwick retired from politics.

Bernard Shaw's "Geneva".

At the age of 82, Bernard Shaw can get as much fun from his contemporaries as in the 1890's. His new play "Geneva", which was produced at the Malvern Festival on August Bank Holiday, brings the leading figures of European politics onto the stage in the thinnest of disguises.

Herr Battler, Bombardone, and General Flanco seem to proclaim their origins clearly enough — especially since Herr Battler is dressed as Lohengrin, and announced by a terrified Wagnerian fanfare, while Bombardone wears toga and wreath.

Sir Orpheus Midlander (unmistakably like Sir Austen Chamberlain) proclaims at one point: "I'm only a humble Englishman — the British Foreign Secretary". There are Jews, Russian Commissioners, and Bishops, and the inevitable cockney tylist from Camberwell, who epitomizes common sense.

It has been Shaw's special privilege to épater les bourgeois. Lately he seems to have diverted his ingenuity towards evading the

Lord Chamberlain's censorship. In *The Applauder* he put a modern British king on the stage, and now he has "guyed" almost every star in the European firmament.

The New B. B. C. Chief.

One of the half-dozen most important individual posts in British public life — the Director-Generalship of the B. B. C. — has been given to a University Professor, Mr. F. W. Ogilvie, lately President and Vice-Chancellor of Queen's University, Belfast.

The responsibility of the chief of the vast organisation controlling British radio is terrific, and those who enjoy making comparative estimates consider that only the Prime Minister, a couple of his colleagues in the Cabinet, and one or two other "personalities" have as big a job.

Professor Ogilvie's pronouncements to the Press have shown him to be a man of wide tastes, fully alive to the difficulties of catering for a nation of determined individuals. Comment in one weekly newspaper describes him as a "middle-brow", a term which, as distinct from "high-brow", or "piff", and "low-brow", or "ignoramus", conveys exactly the right intellectual cachet. It is hard to say whether Professor Ogilvie welcomes this classification, but the British listening public is delighted.

New Tauchnitz and Albatross.
No 5325. "Flames Coming out of the Top" by Norman Collins. The story of a young English clerk sent out to South America who becomes involved in a war between Paraguay and Bolivia. The descriptions of life and war in the tropics are enthralling.
No. 5328. "They Seek a Country" by Francis Brett Young. A tale of the Great Trek of the Boers in the early years of the last century. The heroic nature of the struggle to carve a new life out of the wilderness is well shown in this book. (Extra Volume).
No. 5329. "As a Man's Hand" by D. H. Southgate. The tyranny of Indian marriage customs and of the caste system seen through the eyes of a Hindu bride. Written with sure hand and expert knowledge.

No. 871. "The Brief Hour of Francois Villon" by John Erskine. Here the author has for the nonce abandoned satire for the relation of the last period of Villon's life, giving thereby an excellent picture of 15th century France.

No. 872. "The Brief Hour of Francois Villon" by John Erskine. Here the author has for the nonce abandoned satire for the relation of the last period of Villon's life, giving thereby an excellent picture of 15th century France.

No. 873. "The Brief Hour of Francois Villon" by John Erskine. Here the author has for the nonce abandoned satire for the relation of the last period of Villon's life, giving thereby an excellent picture of 15th century France.

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No. 875. "The Brief Hour of Francois Villon" by John Erskine. Here the author has for the nonce abandoned satire for the relation of the last period of Villon's life, giving thereby an excellent picture of 15th century France.

No. 876. "The Brief Hour of Francois Villon" by John Erskine. Here the author has for the nonce abandoned satire for the relation of the last period of Villon's life, giving thereby an excellent picture of 15th century France.

No. 877. "The Brief Hour of Francois Villon" by John Erskine. Here the author has for the nonce abandoned satire for the relation of the last period of Villon's life, giving thereby an excellent picture of 15th century France.

CINEMAS

ATLANTIC. Dolores del Rio in "Shanghai Adventure" (French drama by Bernstein).
"BALTYK." Charles Boyer in "La Bouquet" (French drama by Bernstein).
CAPITOL. "Wzrost" (Polish film, fourth month).
CASINO. June Knight in "The Lilac Domino" Good musical.
COLOSSEUM. John Barrymore in "The Trap" (An Edgar Wallace Drama).
EUPHORIA. Katharine Hepburn in "Fighting Marriage" (Amusing comedy).
"IMPERIAL." Closed.
"PALLADIUM." Irene Dunne in "Joy of Living" (First class comedy).
PAN. Mickey Rooney in "First Love" (Comedy-drama).
RIALTO. Merle Oberon in "The Divorce of Lady X" (Excellent Social Comedy in Technicolor).
"ROMA." Barbara Stanwick in "The Great Day" (Drama of the Irish Rebellion).
STYLWY. Michelle Morgan in "Gribouille" (French Comedy).
STUDIO. La Jana in "The Indian Treasure" (Indifferent oriental adventure in German) 5 & 8-30.
SWIATOWID. Closed.
VICTORIA. Miriam Hopkins and Joel McCrea in "Girl Gets Boy" (Rolling Farce).
Starred cinemas play at 5, 7, 9, others at 6 & 8, 10.

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

THEATRES AND MUSIC

NARODOWY. "Habit Vert".
POLSKI. "Soubrette".
MALY. "Dame Nature".
NOVY. Closed.
MALICKIEJ. "On The Radio" (Musical).
ATEUM. Closed.
KAMERALNY. "Too Large a Family".
LETNI. "The Troubles of Bonarrachon".
CYRULIK WARSZAWSKI. Closed.
OPERETKA 815. Christina Lesniewska (Musical).
WIELKA REWIA. Closed.
MALE QUI PRO QUO. Closed.
TEATR WIELKI — OPERA. Closed.
KONSERWATORIUM. Closed.
FILHARMONIA. Closed.
DOLINA SZWAJCARSKA. Daily open air concerts.

Warsaw Stage

The TEATR POLSKI presents a new comedy "SOUBRETTE" written by Jacques Deval for the American stage, glorifying the French woman as wife, mother, mistress of the home, etc.
The title role of Francoise gives a great opportunity to one of the best Polish actresses in this genre, Miss Stefania Jarockowa, who infused the maximum of sentiment and delicate humour into the part. Her partner Jerry Pichelski was very good as Eric Carrington, representing well the character of an young American. Boguslaw Samorski, Helena Halczyńska, Janina Wilczowska and Jadwiga Jurekówna did their best in the supporting roles.
Mrs. Zofia Wegierko gave very interesting settings to the play.

7th JUNIOR TENNIS TOURNAMENT

The Warsaw Lawn Tennis Club is holding the 7th Junior Tennis Tournament for boys and girls from the age of 16, from the 23rd to 28th August next, at the Sobielski Park. Entries may be made to the Club until the 18th. (Tel. 9-33-93).

Please pay overdue subscriptions to P K O 29898

BRITISH PASSPORT CONTROL OFFICE

UJAZDZOWSKA 18, WARSAW

No 105/6

The following persons are entitled to receive visas or immigration certificates for Palestine:

No. of certificate	NAME	Age	Category	Last date of visa	Admission (date and place of issue)	Address
111145	SZWARCBAERT David	54	A1	23.9.38	30.9.38	Krakow
23404	EMMA Heintz	45	"	"	"	"
23405	26 RUNDSTEIN Heintz	52	G	"	30.9.38	Warsaw
23406	72 KALINOWSKI Edward	41	"	"	12.10.38	ul. Warszawska 87, Kowal
23407	177 MUSZKATBLIT Uri	3	G	"	30.9.38	Polak Zlota, Pow. Buzanec
23408	78 RYKOWSKI Mordcha	3	G	"	30.9.38	6/olejowa Al. Raszki, 8 August
23409	31 SPINER Isak	31	G	"	30.9.38	Stalinowski
23410	MASTROWSKI Moshe	23	B3	23.9.38	"	Stokholm, Z. Suwalska
23411	86525MAN Nechemia	22	B3	"	"	"
23412	GRINWALD Herz	26	B3	"	"	Richowska 3, Lublin
23413	KERSZANBERG Emanuel	21	B3	"	"	Wagnerstr. 7, Zoppot
23414	WEINRIBER Josef	19	B3	"	"	Murkowski
23415	WAINSTEIN Samuel	27	B3	"	"	Judwalna 2, Lomazy
23416	EBERSTARK Josef	26	B3	"	"	Maisters 3, Krakow
23417	REZENFELD Moshe	20	B3	"	"	Parackiego 27, Lomza
23418	GOLDBERG David	24	B3	"	"	Rynek 24, Nowy Targ
23419	KELLER Szymon	24	B3	"	"	Nad Niprem 2/16, Bielek
23420	KERSZANBERG Emanuel	19	B3	"	"	Leszno 36/2, Warsaw
23421	LERNER Jozsef	22	B3	"	"	Walowa 55, Kolomyja
23422	LERNER David	20	B3	"	"	Batorego 25/1, Lwow
23423	MAJZELS Josef	19	B3	"	"	Jagiellońska 1, Sanok
23424	MEINER Abram	26	B3	"	"	Rzeczki 2/11, Warsaw
23425	GOLSTADT Alina	17	B3	"	"	Nowy Swiat 10, Strij
23426	HAUTPAIN Klara	25	B3	"	"	Krolewska 27, Warsaw
23427	KUCHCZAK Jozsef	23	B3	"	"	Sobieskiego 6, Strij
23428	LIPSCHUTZ Debora	24	B3	"	"	ul. P.O.W. 18, Kallaz
23429	PADWE Chaja	23	B3	"	"	Parackiego 24, Lwow
23430	SUPERSTEN Jazeta	21	B3	"	"	Tuchowska 8, Tarnow
23431	SOREL Chaj	21	B3	"	"	Leszno 31, Warsaw
23432	WINOGRAD Alina	20	B3	"	"	Haltoria, Holowczany
23433	ZONJAN Sura	18	B3	"	"	Al. 1-go Maja 35, Lódz
23434	LUK Abram	18	B3	"	"	Grybowska 2, Warsaw
23435	GUNSEBERG Melch	28	B3	"	"	Órka 38, Kremeniec
23436	STERN Zacharjusz	20	B3	"	"	Ryzykowa 18, Krakow
23437	SZWARC Mordko	19	B3	"	"	Starowilna 78, Krakow
23438	BRISKOWICZ Jadas	29	B3	"	"	Mosiewskiego 68, Zabudow
23439	RIEZUNSKA Nauma	17	B3	"	"	Kawawska 9, Krakow
23440	RKHAIZER Rajza	24	B3	"	"	Bobowska 35, Wyszogród
23441	SZWARC Chaj	23	B3	"	"	Przejazd 11, Warsaw
23442	HALBERSTAM Abram	23	B3	"	"	Rafalowska, Pow. Sarny
23443	LIPEL Abram	26	B3	"	"	Wielka 10, Lublin
23444	GOLDMAN Golda	23	B3	"	"	Moszczenica
23445	GORA Meir	24	B3	"	"	Parackiego 36/5, Lomza
23446	SZIMOLC Teodor	27	A1	"	"	Kucja Czystej
23447	KNASTER Perla	30	G	"	"	Kilinskiego 214, Lódz
23448	GURMAN Alina	30	G	"	"	Warsaw
23449	SZIMOLCBER Chana	39	G	"	15.9.38	Zimna 5, Warsaw
23450	NUSSDORF Sige	31	G	"	25.10.38	ul. Reicher, Koszaniec 4, Radom
23451	GURMAN Chana	31	G	"	30.9.38	Wawieskiego 68, Dobromil
23452	WEINSTEIN Bluma	21	G	"	30.9.38	Pultusk
23453	EICHENBAUM Zuzia	21	D	23.9.38	"	Ujezd 14, Warsaw, Heblasts Org.
23454	EIRENBAUM Mordka	23	B3	"	"	"
23455	BOIMS Moshe	26	B3	"	"	"
23456	SZMEISZ Jakob	26	B3	"	"	"
23457	KOTER Rucja	65	B3	"	"	"
23458	ZERL Henryk	18	B3	"	"	"
23459	BRANYS Izrael	17	B3	"	"	"
23460	KORNBLAU Zosia	23	"	"	"	"
23461	CUKIER Sara	30	"	"	"	"
23462	Reiz	15	"	"	"	"
23463	HELLER Neza	45	"	"	"	"
23464	KORNEIM Mordel	29	"	"	"	"
23465	KURBERMAN Chasla	24	"	"	"	"
23466	GORA Edyta	24	"	"	"	"
23467	SZOCHEIT Zofia	14	"	"	"	"
23468	KLIGER Chana	20	B3	"	"	"
23469	SZAPIRO Sura	24	"	"	"	"
23470	EPSTEIN Rajza	23	"	"	"	"
23471	BOKSER Jankiel	19	"	30.9.38	15.11.38	Kupiecka 14, Włodzimierz
23472	CEDERMAN Josef	18	"	"	"	Duga 33, Warsaw
23473	RICHAL Abram	18	"	"	"	Smolki 17, Przegib
23474	CEDELMAN Abram	18	"	"	"	Juriewska 3, Białystok
23475	FELDMIL Michal	18	"	"	"	Sw. Jana 3, Krakow
23476	GUTSIN Jakob	18	"	"	"	Zielona 5, Lwow
23477	KAGAN Abram	18	"	"	"	Stawiecka 3, Białystok
23478	LEWIT Israel	23	"	"	"	Zamenhofa 29, Białystok
23479	MELDYSTRA Jerzy	18	"	"	"	Pińskiego 2, Sosnowiec
23480	RUBIN Chaim	18	"	"	"	Pińskiego 2, Kielec
23481	RUBIN Izak	18	"	"	"	ul. 1-go maja 42, Lublin
23482	SEGALL Izidor	21	"	"	"	Konarskiego 7, Tarnopol
23483	WEIHS Juda	20	"	"	"	Legionów 16, Tarnow
23484	WATSON Abram	20	"	"	"	Rynek 16 m. 2, Białystok
23485	BIALOSTOCKI Nahum	60	A1	23.9.38	30.9.38	Batorego 1, Grodno
23486	HAMMER Moshe	19	B3	"	"	Sw. Marka 20, Krakow
23487	FRIDENBERG Schifrai	19	B3	"	"	Batorego 19, Stanislawow
23488	RELSBERG Chawa	28	"	"	"	Kosciuszki 2, Tomasz
23489	BRAWER Chaim	20	"	"	"	Bialobrzaska 11, Włodzim.
23490	BLUM Estera	20	"	"	"	Warszawska 11, Włodzim.
23491	ARUSZ Leon	20	"	"	"	Wrocławska 20/9, Poznan
23492	WIKINSKI Moses	19	"	"	"	Pińskiego 3, Kielec
23493	WEISS Joachim	19	"	"	"	Kierwieka 9, Sambor
23494	LEINER Melch	22	"	"	"	Konowickiego 17, Lwow
23495	TISCHLER Wolf	19	"	"	"	Zolkiewska 126, Lwow
23496	GALPERN Nechama	20	"	"	"	Brzydka 1 m. 19, Grodno
23497	HOWITZ Jidisz	19	"	"	"	Zazniena 17, Kallaz
23498	KAJZER Abram	19	"	"	"	Kulskiego 17, Kielec
23499	LENNEMAN Jerzy	18	"	"	"	Pi. Grybowskiego 16, Warsaw
23500	MARGULES Israel	18	"	"	"	Zeromskiego 31, Lódz
23501	MEIZER Melch	33	"	"	"	Zielona, Trembowla
23502	PLANTOWSKI Noach	33	"	"	"	KUT. Dwywili 10, Rowne
23503	SARNACKI Mordko	33	"	"	"	Wolpa
23504	SZLEJZERIN Misse	22	"	"	"	ul. Batorego 1, Grodno
23505	SZAJNIMU Lazarz	17	"	"	"	Złota 57 m. 2, Warsaw
23506	HEBEL Awner	33	A1	"	"	Koprywnia
23507	SUCHOWOLSKI Josef	41	"	"	"	"
23508	Debora	39	A1	"	"	Warsaw
23509	Arje	17	"	"	"	"
23510	Jaffa	12	"	"	"	"
23511	Salumit	12	"	"	"	"
23512	MURHARDER Abram	61	G	"	31.10.38	Krakow
23513	TOPOREK Israel	66	G	"	"	"
23514	Teila	60	"	"	"	"
23515	BRUSZBERG Chawa	41	"	"	30.9.38	Złota Street 13, Włocławek
23516	KOSZYCKI Chasina	41	"	"	31.9.38	Kolejowa 17, Bielek
23517	PUZAJCER Zyla	29	"	"	25.1.39	Nowolipie 21, Warsaw
23518	LENCZYCKA Gila	28	"	"	25.7.39	Szadek, pow. Sieradz, woj. Łódzkie
23519	Majer	21	"	"	"	"

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