

# THE WARSAW WEEKLY

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## THE NEW BRITISH ARMY

This year is a vital one in the British programme of rearmament; a year dominated by the tremendous expansion of the Navy and the Air Force. While these two services are most in the news it must not be forgotten that the reorganization of the Army, if not so spectacular, has been no less complete. This re-organization has not taken the form of expansion. Indeed the authorized strength is no greater than it was three years ago. What has been aimed at — and what has been achieved — is increased efficiency without altering Great Britain's traditional "small army" policy.

After the war the British Army, like the other services, was cut down to the barest safety requirements, or even below this point. The British nation was tired of war, tired of the thoughts of war, tired of the army and of armv life. Recruiting lagged, the Regular Army fell far below establishment and the majority of Territorial Battalions were little better than skeleton corps. In an age of nstwar thought and post-war economy, the British Government did little to encourage recruiting. Money voted in the army estimates was spent on experimental work on mechanised troops, many famous regiments lost their identity and as a result the youth of Britain naturally got the impression that the Army offered no future — either to the officer or private soldier.

Not until 1935 did Great Britain take steps to rebuild her Army. Then the pay of private soldiers was raised, barracks improved, many restrictions regarding leave and marriage regulations were removed and a real effort was made to make the army attractive as a trade. Official figures show how well this policy has succeeded; during the first three months of this year more men have joined the Regular Army than in any complete year since 1918. The growth of the Territorial Army has been equally great. In an age when war offers no glamour or glory, the citizen soldiers of Britain are as ready to risk their lives as they were when danger last threatened.

### Once More "A Career"

These reforms, while they solved one problem, did nothing to make the Army more attractive to prospective officers — a system under which a man might spend 18 years as a "Subaltern", or officer under the rank of captain, had little to commend it. Promotion was slow and uncertain, the higher ranks were filled with older men and pay was often inadequate to meet expenses. An Army Commission offered no prospects to a young man unless he possessed private means — a

most unsatisfactory state for a vital national service.

Recently, however, the War Office has announced a number of sweeping reforms. They aim at two things; the speeding up and certainty of promotion, and the opening of the commissioned ranks to all capable men, irrespective of financial considerations. Describing these reforms, Mr. Hore-Belisha, the energetic Secretary for War said: "Every officer entering at the normal age will be sure of approximately ten years service in the rank of major, if not previously promoted." Speaking on what might be called the "democratization" of the Army, Mr. Hore-Belisha went on to say, "It will thus be possible for any qualified candidate to obtain a completely free education at Sandhurst or Woolwich (the British academies for officer-candidates) and in the circumstances I have mentioned (the parents' inability to pay for their son's training) no charge will fall upon the parents either for his keep, his scholastic material, his uniform or his equipment." The

responsibility of deciding when this help is to be given rests with the Army Council. Other important changes include a general lowering of "age limits", increased pay for junior officers — augmented, when needed, by a system of scholarships — and the abolition of the "half-pay" which has proved such a hardship to British officers while waiting for appointments. Another long needed reform lies in a new system of commissioning suitable men from the ranks, without passing them through the military schools — a policy which ensures their promotion at the same age levels as other subaltern officers.

### 2,500 Officers Promoted

The immediate results from these changes are far reaching. On one day, August 1st, no fewer than 2,500 British officers received promotion, every officer is assured a reasonable income and younger men will be found holding higher command in the field. The British ideal is a truly efficient army of professional soldiers who serve the state at the risk of their lives; men who deserve — and will receive — a fair return for such a service.

There are schools of military thought which profess to sneer at such an army; 148,800 "mercenaries" as against a "nation in arms". There were also military experts who sneered at the British Regular Army in 1914 — perhaps the finest body of troops which have ever marched towards battle. The military strength of any nation is relative and Great Britain prefers to place her main dependence on the sea and in the

## WARSAW NOTES

### RETURN OF THE PRESIDENT

The President and Madame Moscicka, arrived back from their Italian holiday on the 13th August. On leaving Italy M. Moscicka expressed gratitude for the hospitality which he enjoyed during his stay in Lauranne, thanks to which he felt that his health was much improved.

### MŁODA POLSKA DEMONSTRATIONS

On the 15th August there was a large meeting of the Młoda Polska Peasant Section, held under the auspices of the OZN at Warsaw. Some thirty thousand members are reported to have filed past before Marshal Smigly Rydz on the Mokotow Field. The proceedings were in charge of Major Galinat, chief of the Młoda Polska, and were also attended by General Skwarczynski.

### THE LINDBERGHs IN WARSAW

On the 16th August, Colonel Lindbergh, accompanied by his wife, stayed a few hours in Warsaw en route from Hannover to Moscow, where he was taking part in an air conference.

He called on Mr. Biddle, the American Ambassador, and stayed the night at the Europe Hotel. Although he will not be able to touch at Warsaw on his return flight, Colonel Lindbergh informed the press that he hoped to be able to stay in Poland for a week or more in the near future as the guest of Mr. and Mrs. Biddle. (picture on page 5)

### ARRIVALS FOR THE LWOW FAIR.

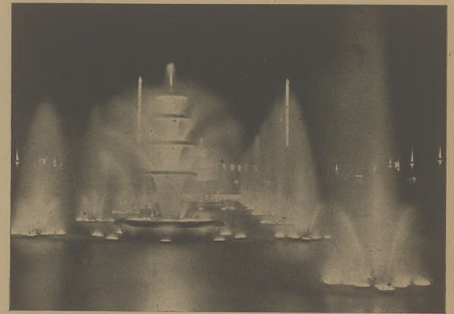
It is reported that the Danish and Yugoslav Ministers of Commerce and Industry will be present at the opening of the Eastern Fair at Lwow on September 3rd.

This new British Army is a small, well equipped and perfectly trained force. It is not planned from any "war mentality", it is designed for police duties in all parts of the world. On the other hand — if need arose — such an army forms a striking force of unusual power and coherence, and this army would be backed by Britain's "amateur" soldiers in the Territorial Army — a force which enlisted over 1,050,000 men during the Great War. In 1914 Great Britain entered the war with an Army strength, including Territorial and Reserve, of 733,514. In 1918 the British Armies, exclusive of Dominion and Colonial troops, had enlisted 4,970,902.

### "Anti-Militarist Fighters"

By nature the British are anti-militarist, but at every crisis in

## The Empire Exhibition, Glasgow



Lighting Effects

End-of-the-season visitors to the Empire Exhibition in Glasgow are to have the benefit of special rail concessions from London.

As an experiment the London Midland and Scottish and the London North - Eastern Railways have agreed to introduce cheap week - end tickets from London to

Glasgow. The fares will be 53s. 10d. return.

The total attendance is now well over 7,000,000, and it is almost certain that the final attendance figures at the end of October, when the Exhibition closes, will exceed twelve millions.

## LONDON LETTER

By "The Londoner".

### Sporting Premiers

Mr. Chamberlain's fly fishing has become so far famous that in Downing Street recently I heard a Cockney ask the policeman outside number 10 when "the Fisherman" would be back. There is something reassuring to the British public about that sport which calls for so much skill — and for so much philosophy.

The "off-duty" recreation of British statesmen are always closely followed by the public. Indeed, to a certain extent it is

by these recreations that the public sometimes judges them.

Horse-racing has been the classic sport of many British Prime Ministers in the past. Thus, when Lord Rosebery won the Derby he offended the Puritans among his more extreme Liberal followers, but won the affection of the nation.

Gladstone, "the Grand Old Man", spent his spare time vigorously cutting down tress. The absent-minded Lord Salisbury used to go out rabbit-shooting in a frock coat, while the late Lord Balfour was as fine a golfer as a tennis-player.

### Newspaper Wars

Some time ago it was the accepted custom for British newspapers of opposite views to attack each other. One of the most celebrated of these "newspaper wars" was that between *Truth* and the *Daily Telegraph* in the seventies of the last century.

The Great War, however, seemed to mark the beginning of a less bellicose age, as far as pitched battles between newspapers were concerned. But recently there has been a fresh outbreak of hostilities between the isolationist *Daily Express* on the one hand, and the left-wing liberal *News Chronicle* on the other.

The *Daily Express* has taken the *News Chronicle* to task for painting too gloomy a picture of the possibilities of war. In this it has received the unexpected support of the socialist *Daily Herald*.



# NATIONAL ECONOMIC BANK

WARSAW

The annual report of the National Economic Bank for 1937 shows the marked improvement in Poland's financial position in that year as compared with the previous one. This was manifest in increased production of potatoes and sugar and in largely augmented exports of animal products - which latter rose to 272 million. Industrial production rose by 18%, the index at the close of the year reaching 85 as compared with 100 in 1928, while in certain branches it rose as high as 93%. The majority of industries based on coal and iron increased output by 25% or over as compared with 1936. The net result of this was a marked increase in employment the figure being 100,000 in excess of that in the previous year.

The largely increased requirements of machinery and raw materials resulted in an increase in the value of imports during the year to 21,254 million, exports being some 21,59 million lower. About 65% of this trade passed through the ports of Gdynia and Danzig, which handled over 16 million tons between them.

The period of budget deficits is seen to have passed. The figures for 1936/7 showed a revenue of 21,262 million, with a surplus of 2 million; that for 1937/8 (first 9 months) a revenue of 21,741 million with a surplus of 11 million; and the estimates for 1938/9 foresee a balanced budget of 21,247 million. Expenditure on public investments forseen between January 1938 and March 1939 is estimated at 21,000 million.

In spite of the contraction of a new foreign loan of 405 million French francs, the foreign debt dropped by 21,289 million to 21,262 million, thanks to depreciation in certain currencies and to the conversion of dollar loans into a 4½% internal loan. As a result the internal indebtedness rose by 21,390 million to 21,213 million. Many of the internal loans were converted into a 4% consolidation

loan in July 1937. Private deposits in banks rose from 21,303 million to 21,302 million, while Treasury deposits dropped from 21,114 million to 21,077 million. Short term credits, however, remained stable at just over 21,200 millions and other credits at just over 21,500 million. Banking debts abroad dropped by 21,100 million during the year.

In the National Economic Bank itself the turnover rose by 21,600 million to over 21,290 million, while the balance sheet total rose to 21,260 million. Deposits rose by 21,170 million to 21,564 million, or if State funds are included to 21,939 million. On the 31st December, 1937 the total of credits outstanding was 21,238 million of which 21,232 million were cash credits, the balance being in issue loans.

The Bank has from the onset financed numerous building schemes from its own and from State funds. Up to the end of 1937 some 715 million had been employed for this purpose, while during the year 21,25 million were advanced. While this sum may not sound large, the fact that it represents advances to a maximum of 25%, implies that a vastly larger sum was in reality spent for housing.

The balance sheet shows a total of 21,198 million to which must be added 21,687 million in Treasury funds, making with other sundry items a grand total of 21,206 million. The profit and loss account was closed with a total of 21,600 million, the net profit being just over 21,3 million, after writing off 21,15 million.

The annual report of the National Economic Bank, copies of which in English, can be obtained on application to their Head Office, Jerolimowska 1, Warsaw, is not only the history of the operations of one of the most important banking institutions on the continent, it is an economic history of Poland, and shows how Poland is progressing in its gradual change from an agricultural to a semi industrial State.

## Economics and Finance

### CHANGED COMPUTATION OF PRODUCTION INDEX IN POLAND

The Polish Economic Research Institute has changed its method of computing the index of industrial production. Since 1928 actual production formed the basis of this computation only for the mining and smelting industries. Since 1932 rationalization of industrial production has advanced resulting in larger outputs making the indices less and less reliable. For all industries the yearly reports of actual output now cover all undertakings employing 5 persons or more; the monthly changes in production continue to be estimated according to the number of persons employed. The net value of production in each industry after deducting cost of raw and other materials used in manufacture being taken into account. Industries which up till now were not considered in the index, are those engaged in the production of electric power, extraction of earth gas, potas and rock salts; on the other hand, the building trade has been excluded for lack of adequate statistical material. The Institute has re-computed the indices for the last few years

starting with 1928. The new figures 1928 = 100; indices according to the old method, bracketed are 1929, 101.9 (99.7); 1930, 89.7 (81.3); 1931, 78.2 (69.3); 1932, 83.7 (53.7); 1933, 70.0 (55.4); 1934, 78.8 (62.8); 1935, 84.9 (66.4); 1936, 94.3 (72.0); 1937, 111.0 (85.0); first half of 1938, 119.1 (92.0); June 1938, 120.5 (91.4). The new method of computation gives a much closer idea of the actual development of economic conditions in Poland than was possible under the former one.

### POLISH STATE REVENUE AND EXPENDITURE

The first four months, April-July, of the current fiscal year in Poland yielded a surplus of 3,022,000 zlotys, the budgetary revenue of the Treasury for that period being 799,098,000 zlotys, and the budgetary expenditure 796,076,000 zlotys. The yield of taxes and dues amounted to 451,722,000 zlotys and exceeded the takings for the corresponding period of 1937 by 23,099,000 zlotys. With the exception of the special tax on salaries and wages considerably reduced for the lower ranks of the services this year, there was an increase in the yield of all taxes and dues.

### THE WILDE CONTROVERSY REVIVED

British Publishing Seasons

The publication, for the first time in Great Britain, of Frank Harris' "Oscar Wilde: His Life and Confessions" has revived a famous controversy, in which the contemporaries of both Harris and Wilde are now taking part. Bernard Shaw himself is actively engaged in the dispute, for he has been responsible for the re-edition of Harris's work, involving the expurgation of many passages unfavourable to Lord Alfred Douglas, who has also come forward to state his position.

It is remarkable that so important a work should have been published on July 18-th, in the middle of what is generally regarded as the "silly season" of publishing in Britain. Its success is significant of a minor revolution now proceeding in the British publishing world.

Until lately, August was regarded as the black month for publishers, none of whom would risk killing a potential success by bringing it out in the "doldrums". It took a writer as well-established as Mr. Hall Caine to over-rule his publisher's misgivings and insist that his books should be published on August Bank Holiday - the first Monday in August. He argued that the sales would profit from the lack of competition and proved to be fully justified.

J. B. Priestley's "Good Companions", however, was the first book to make publishers seriously re-consider their aversion to August. Published in the last week of July, it proved one of the greatest successes of recent years, and sold over 500,000 copies. But it is still regarded as something of a gamble to publish books in August, when those who are going away have already bought their holiday reading, and have not yet returned, fortified by air and exercise, to tackle the heavier literature which finds a ready market in September. The new policy of August publications is the exact reverse of the old. Only those books which are considered sound enough to have a real chance of survival are launched on these stagnant and uncharted seas.

Publishers in Britain still talk in terms of a spring season and an autumn season. But there are many factors such as holidays, Christmas, and Income-Tax which encourage or discourage buying, and the two traditional publishing seasons are liable to fluctuation. One of the most interesting "landmarks" is Christmas. In October and November the public is buying steadily. Few books are published in December, for it is too late to expect them to receive the necessary reviews. By Christmas the British public is exhausted by spending - not only on books - and stands facing the two stark realities of post-Christmas depression (gastronomic and other) and Income-Tax demands - which arrive on January 1st. The result is that even the best books rarely make their way from one year to another. Those that survive the Christmas "freeze" must have made fortunes for several people.

The spring season seems to be losing ground to the autumn, and that for rather an interesting reason. So many more people in Britain are looking forward to June and early July as the time for an out-of-door holiday, that these weeks, which used to be excellent for publishers, are now very uncertain. The spring season begins in March, when every form of life, from the snowdrop to the stockbroker, takes new courage. But when it is used to continue its prosperous course until the end of July, it now starts to fail in June.



Dancing the Highland Fling

### BRITISH COUNCIL'S PRIZE ESSAY SCHEME

In April 1938 the British Embassy in Warsaw, acting on behalf of the British Council in London, arranged for the holding of an English essay competition in each of a number of girls' and boys' secondary schools throughout Poland in which English figures as a compulsory or an optional subject. Twenty-five winning essays were finally submitted by the same number of schools, and these were forwarded by the Embassy to the British Council in London, who selected the ten best essays, five by girls and five by boys respectively. The ten pupils thus chosen travelled to England on August 14th, accompanied by Miss Maria Laskowska, M. A. of Krakow, as the guests of the British Council. The party will spend a fortnight visiting London, Windsor, Oxford and Stratford-on-Avon, and enjoying the hospitality of English country houses. The National Union of Students have kindly cooperated in making the necessary arrangements.

In addition English book prizes (to be chosen by the pupils from an extensive list) have been awarded to each of the writers of winning essays in the schools concerned including those who were not selected for the visit to England.

This is the first occasion on which the British Council have carried out this scheme in Poland, though it has already been successfully applied elsewhere. It is hoped that it will assist the study of English in Polish schools and promote a knowledge and understanding of England in Poland.

Polish secondary schools, where English is a compulsory or optional subject and which would wish to compete, should the scheme be repeated in future, are invited to communicate with the British Embassy, Nowy Swiat 18, Warsaw.

September, October, and November are good months for the publishers - although buying, of course, is almost at its briskest in December. Each has its special cachet. The September public likes the fatter and more expensive volumes of memoirs, history and biography. October sees a relapse - using the word respectfully, in these days when novels claim to be history, philosophy, psychology and social economics rolled into one - to novel-reading. November is a good time for topical books, and December sums up the whole year, when shopping ants and uncles harass the booksellers by the vagueness of their requests; "Don't you remember that book that came out several months ago - no, I don't remember its title or who it was by, but I said at the time that it was just the thing to give Michael for Christmas!"

### AUSTRALIAN LETTER

BY HELEN HENEY.

Australia is still feeling the effects of the recent drought, which has been in some important districts given over to the production of her staple crops, one of the severest recorded in recent years. Although by this time there have been falls in the wheat belt, several of the states, notably New South Wales, are still suffering from a shortage of water. Among the effects of this adverse for rural life is the shortage of grass in the southern coast dairying district, with consequent heavy decrease in cream and butter production, while Sydney is going through so acute a water shortage that the city is being rationed for water with heavy penalties for waste.

Recent agricultural reports show a change in the prevalent fruit crops; citrus fruit growing in the eastern states seems on the decline and most of the growers were finding it a much less profitable undertaking than formerly; on the other hand, grape growing for export has been showing a marked increase in the past few seasons.

A serious strike is in progress at the Commonwealth Aircraft Corporation in Melbourne, where some hundreds have come out because they are dissatisfied with the new Arbitration Court award covering wage rates and working conditions in the aircraft industry. The strike is holding up the completion of planes for the Defence Department, and though an appeal has been made to the strikers to consider the national importance of the work they have in hand, they consider the point at issue too vital to be shelved.

The new air mail rate of 5d per half ounce came into operation when the Carpentaria left Sydney yesterday with 403 lbs of letters on board. Though this shows considerable advance over the amount sent at the old rate of 1/6 a half ounce, the response of business houses was not so great as was expected. When the first plane carrying letters at the new rate takes off from Darwin, however, it is expected that it will carry a record load.

Another air mail event of interest will be the inauguration of the new thrice weekly service, from Rose Bay, New South Wales, on Thursday, Aug. 4th.

Controversy over the proposed National Insurance scheme still continues, headed by the B. M. A., which criticizes the bill as passed through the Commonwealth parliament a few weeks ago. The doctors claim that the rate allowed them is too small to enable them to give adequate treatment to patients. The bill comes into force in January, 1939, and will at once cost the Commonwealth £ 30,000,000 Aus-



# SHIPPING AND AVIATION

## The new "Mauretania"

Times change, and the fastest method of long distance travel nowadays is flight. In the near future, when the North Atlantic air service is in operation, those to whom time is valuable will fly across the Atlantic as unquestionably as they now fly across the English Channel. This will probably mean that the express liners working the North Atlantic services will give way in importance to the "intermediate" type of vessel, which is the equal of the express type in everything but speed. High speed exacts a penalty in the form of initial and running costs which is so large that steamship companies can afford to give substantial reductions in fares to passengers travelling on "intermediate" ships.

Such considerations underlie the design of the new "Mauretania" recently launched at Cammel Laird and Co. This 34,000 ton ship will be the "latest thing" in passenger comfort her first-class accommodation being quite as magnificent as that of the world famous "Queen Mary", while the solid comfort of the third-class quarters will set an entirely new standard for Atlantic traffic. Public rooms and deck space will be considerably increased by limiting the number of funnels to two. A twin-screw ship, turbine-propelled, she is expected to attain a speed of from 23 to 24 knots, which will make her the seventh fastest liner in the world; she is actually the largest ship yet built in England.

## Yachts and boats

The success of the British contingent in the Pavillon d'Or International Cruise to Antwerp has again drawn attention to the eminence of this country in the realm of small yachts and motor-cruisers. Out of about 35 competing vessels, 23 were British, and among them they gained first and second places and took 7 out of the total 9 awards. The building of this type of craft is a very flourishing industry, and provides one of the last refuges of craftsmanship from mass-production. At the same time, many boat-builders have standardised successful designs, thus bringing the initial cost of a yacht or cruiser down to the level of the cheaper grades of motor-car, and thousands of people are tasting the joys of sailing and cruising as a result.

In Lloyd's Register of Yachts are listed more than 200 builders and designers; but they are the large builders of more than local fame. Besides them, in almost every port and on the shores of almost every navigable waterway, are the men who work in a small way, builders of punts, canoes, dinghies, yachts and small motor boats, who seldom construct a boat of any considerable size. Opinions as to the number of British yachts vary between 4,000 and 6,000, most of these are registered at Lloyd's, but there are large numbers of small craft under 5 tons which are not registered. There are over 180 principal yacht

clubs, which organise hundreds of large and small regattas and races; the principal feature of the yachtsman's year being the Royal Yacht Squadron's "Cowes Week". During the summer months between 20,000 and 30,000 serious yachtsmen frequent the principal yachting centres.

## New ships for the Polish Merchant Marine

The m. s. "Sobieski" and the s. s. "Lida" were run off their slips August 25th and 26th, at Newcastle-on-Tyne. The m. s. "Sobieski" which is being built for the Gdynia-America Line, is a passenger and cargo ship of 11,500 gross reg. tons and will be completed during the first few months of 1939, for service on the regular Gdynia-South America line. The s. s. "Lida" is a cargo boat of 1,600 gross reg. tons with special equipment for timber transport; she is being built to the orders of the Polish-British Shipping Co., and is expected to reach Gdynia some time next October.

## Polish Maritime and Colonial Yearbook

The Polish Maritime and Colonial League has issued recently a Maritime and Colonial Yearbook which gives all necessary information and data regarding the ports of Gdynia and Danzig, Polish overseas trade, maritime transport, sea fishing, Polish and foreign navies and the Polish merchant marine.

In the second part the yearbook deals with the colonial problem—applying valuable data on the emigration question, Poland's raw material needs, the colonial trade of Poland, colonies as markets, etc.

## Extension of Gdynia ship yard

Work has been put in hand for the extension of the Gdynia ship yard, which was taken over last year by the Wspólnota Interesów and the Polish Government. Four slipsways will be available making possible the simultaneous building of four vessels each of a maximum length of 120 metres and of a capacity of 7,500 tons. The share capital of the company will be raised to one million zloty, the new issue being taken over by the Wspólnota Interesów.

## The Levant line to the Żegluga Polska

Among the numerous services run by the Żegluga Polska, S. A. of Gdynia, the largest Polish merchant shipping line, is one between Gdynia/Danzig and the Levant ports. Two boats, the M/S Lewant and the M/S Lechistan each of 3070 tons dead weight, effect a monthly service to Palestine, Egyptian, Syrian, Turkish, Greek, Italian, Algerian and Morocco ports carrying goods from Poland and its hinterland and collecting cargo on return journey for Belgium and Poland. They are assisted in this task by the ships of the Svenska Orient Line of Gothenburg.

The M/S Lewant at Haifa.

Photo by J. Morawski.

## Building Air Power

Work on a new £1,000,000 factory, erection of which is entrusted by the government to the Avro company, is the latest detail to be announced of the far-reaching plans decided by the special Supplies Committee of the Air Ministry for the increase of Britain's productive capacity. Latest types of Royal Air Force warplanes will be built in the new works. Present total of 5,000 men employed by the company may, according to official estimates, be doubled within the next twelve months.

The Avro company, one of the pioneers of aircraft construction—it had its beginnings in 1908 and celebrated early this year the twenty-fifth anniversary of its incorporation—is at present actively engaged on the production of two important types of military aircraft—the Avro Anson and the Bristol Blenheim.

The worth of the Anson monoplane in open-sea reconnaissance has recently been admirably demonstrated during large-scale combined Service Exercises. Offered a free choice of approach to any point on a 400-mile seaboard extending from Scotland to the mouth of the Thames, warships of the Royal Navy attempting to make an unobserved "dummy attack" on strategic points were located by Anson crews as much as 150 miles from land.

Thanks largely to the excellent performance of their Chechak air-cooled engines, the Ansons have won a high reputation for efficiency and dependability with Royal Air Force "general reconnaissance" squadrons. These "eyes of defence" are constructed of wood and metal. The engines are cunningly encowled to lessen head resistance, and the landing gear is retractable. Maximum speed of the Anson is 188 m. p. h., and its operational range about 800 miles.

## Civil Air Guard

The formation of a Civil Air Guard for Great Britain was announced on the 23rd of July by Sir Kingsley Wood, Secretary of State for Air. The object is greatly to increase the number of trained pilots among the civilian population. The Guard will be formed within the light aeroplane clubs, of which there are some thirty already in existence. Arrangements are also being made for establishing Civil Air Guard sections in gliding clubs. Membership of the Guard is open to all men and women between the ages of 18 and 50 and a Government subsidy will be paid to clubs for each member enrolled in the Guard. Members of the Guard will be taught to fly, in machines lighter than the standard type, for a minimum sum of 2s. 6d. an hour during week days and 5s. at weekends. At present the cost of tuition in the clubs ranges from 30s. to £2. an hour.

The Guard will be a purely voluntary and civilian body, the only stipulation being that, in exchange for the great privilege it offers, members must sign an undertaking that in a national emergency their services will be offered to the country. Such an undertaking does not necessarily mean that they would be employed as pilots in the Royal Air Force in the event of war, but that the knowledge gained from their tuition would be placed at the disposal of the nation for ground duties and civilian flying. The formation of this voluntary force will not interfere with recruiting for the Royal Air Force, which continues to increase by leaps and bounds.



Colonel Lindbergh at Warsaw.

## British Empire still leads the world in air route mileage

Many interesting facts are revealed by a study of the report on civil aviation in 1937, just issued by the Department of Civil Aviation, Air Ministry.

One gratifying feature of the statistics is that the British Empire still leads the world in air route mileage in regular operation. The Empire figure for 1937 was approximately 80,000 miles. The nearest figure to this was that of the United States with 63,600. Then came France with 38,750. Germany's total was 31,900, Italy's 19,450, and the Netherlands' 19,000. Actually the Empire's air route mileage figure for 1937 showed a 17 per cent. increase over that of 1936. Over 23,000 miles of routes were being operated by Australian air-lines at the end of 1937—this including the Brisbane-Singapore section of the England-Australia service. This total compared with 17,700 miles at the end of the previous year.

Canada had over 14,000 miles of routes in regular operation by the end of 1937, including more than 30 services linking the railways in the south with towns within or near the Arctic Circle. As regards New Zealand, figures show that at the end of 1937 there were about 1,600 miles of services in regular operation throughout New Zealand territory—this representing an increase of over 50 per cent. for the year. South Africa's internal airway system had increased to nearly 6,000 miles by the end of 1937; while India had 7,600 miles of routes in regular operation—this including the Karachi-Singapore section of the main Empire service. These figures, and many others, equally significant, are to be found in the report.

Another indication of British air progress is to be found in the figures which deal with distances flown during 1937, and traffic carried, on regular services operated by United Kingdom companies—these including internal services, services between England and the Continent, and long-distance routes operated by Imperial Airways and associated companies. Take the figure for aircraft miles. This stood at 10,753,000, as compared with 9,584,000 for 1936. The passenger-miles figure for 1937 was 49,705,000. This compared with 41,144,000 for 1936.

Freight ton-miles stood at 804,500, as compared with 655,800 for 1936; while the ton-mile figure for mails was 3,871,900 for 1937, as compared with 1,895,400 for 1936. The increase in the ton-mile mail figure was due largely to the introduction of the first stage of the Empire air-mail scheme.

## The expanding Air force

Proof of the willingness of the British public to shoulder the increasing costs of aerial rearmament was again demonstrated by the calm agreement which greeted a recent request by the Secretary of State for Air for a supplementary estimate of £23 million. The fact is that there is scarcely any limit to the sacrifices which the British people are prepared to make for the sake of peace. By 1940 there will be 2,370 aircraft needed for home defence; these, and material for the balloon barrage, account for £9 million. Another £24 million will be spent on fuel, munitions and equipment. Extensions of the world-famous Bristol aeroplane and engine factory will absorb nearly 1 1/4 million, and another £2 million will be needed for various other firms, some of which are members of the shadow scheme devised to ensure maximum invulnerability and efficiency under conditions of war.

Increases of personnel have also become necessary; the strength of the Royal Air Force has been raised by 17 per cent to 96,000, the Reserve by 60 per cent to 51,000, and the Auxiliary Air Force by 21 per cent to 11,500. The public have loyally responded to all the demands made upon them. During the first three weeks in July, 4,000 applications were received, and 618 men were drafted to the reception depot during one week alone. The moral of all this is plain. Great Britain desires world peace at any cost; but, as international agreement on the limitation of armaments has failed, she is prepared to devote £126 million in a single year to her air arm alone, in order to strengthen her position and give greater weight to her counsels in world affairs.

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## EUROPE'S MOST DEMOCRATIC THEATRE

## New Programme Policy for Empire Exhibition Hall

A new programme policy at Europe's most modern theatre, the Concert Hall at the Empire Exhibition, is likely to attract thousands to Glasgow to hear world famous variety stars.

A celebrity festival week will be held at the Concert Hall from August 29th to September 3rd. A choir festival fortnight will take place at the Film Theatre during the last week of September and the first week of October, and the remainder of the programmes at the Concert Hall until September 30th will be devoted to variety with the exception of the Gaelic Mod, which will be held during the week commencing September 27-28.

Star attractions for the celebrity week are, The London Philharmonic Orchestra, Piccaver, Paul Robeson and the Lerner Quartet. Robeson is paying a return visit to the Hall, where he was given an overwhelming reception some weeks ago.

"The Concert Hall was one of the most democratic theatres in the country," said the manager in an interview. "People in cheaper seats, thanks to the acoustics, could hear as well as those in the dearer seats."

Asked if it was possible that the Concert Hall might be retained at Glasgow as a permanent hall, the manager said that while it would be a pity to see a building with such remarkable acoustic properties pulled down, this question had not yet been decided.

All that was required to make this a permanent building was the construction of an outer skin of brick in place of the present wall of asbestos sheeting. The steel construction work was of a permanent nature.

## BRITISH UNIVERSITIES

In both the ancient and modern universities in Great Britain a considerable proportion of the students have received financial assistance from one source or another. In some cases help is given from private endowments; in others from public funds. Scholarships of various kinds have been designed to enable clever boys and girls, irrespective of the economic conditions of their parents to climb the educational ladder through the schools to the universities. The result, according to a recent report of the Universities Grants Committee, is that there is a greater opportunity for an intermingling of classes and of representatives of every section of society at the universities, including Oxford and Cambridge, "than could easily be found at any other corporate or public institution."

The scholarship system has developed extensively during the past fifty years, and at the same time there has been a rapid growth of universities. During the academic year 1936-7 there were 49,669 full-time students in British universities and in university colleges which are in receipt of public funds. Of this total 36,612 were in English, 9,880 in Scottish, and 3,197 in Welsh university institutions. At Oxford and Cambridge the total was 10,813, and at the London University 12,831. Part-time students numbered 12,803. Of the full-time students 2,835 were from the British Empire outside the British Isles, and 2,514 were from foreign countries. The total incomes of the 59 institutions covered by the report was £ 6,410,431.

## ALDOUS HUXLEY WRITING CURIE SCENARIO

Mr. Aldous Huxley, the author of so many best-sellers of a distinctly highbrow flavour, has never been an outstanding filmmaker. In "Brave New World," his disconcerting vision of the future, he satirized modern films as the "feelies."

Now, however, he has accepted a Hollywood offer to write a scenario for Greta Garbo on the life of Mme. Curie. This combination should make an extremely interesting film. Hollywood directors are known for the short shrift which they accord to most authors' material, but perhaps Mr. Huxley's eminence will allow an unusual percentage of his fine prose to escape the magnates' blue-pencil.

Meanwhile his brother Julian Huxley, the eminent zoologist — who incidentally has never shared Aldous's distaste for the cinema, and has produced many excellent documentary films — is disturbed about the correct plural of "rhinoceros."

In a later to the *Times* he proposes to solve this tortuous linguistic puzzle by establishing "rhinos" as the correct usage. To this he would add "hippos" and, though diffidently, "chimps."

## THE "PROMS." 4TH SEASON

The British music-lover — a figure in whom it was fashionable, until lately, to express a polite disbelief — has fully vindicated his or her existence by the ever-increasing popularity of the autumn "promenade" concerts.

For these concerts, the stall seats of the Queen's Hall are completely removed leaving a wide amphitheatre in which, for a nominal charge, a large audience can "stand up for" their enjoyment of the best music.

That they do stand, and stand in sufficient numbers and in a silence profound enough to ensure that the concerts are a success for both promoters and listeners, is good evidence of how deeply a love of music is rooted in the ordinary Englishman.

This year the "proms" season coincides with the jubilee year, as a conductor, of Sir Henry Wood, whose name has been so closely associated with these popular successes. Later in the autumn, Sir Henry is to celebrate his fifty years of conductance with an Albert Hall concert, the proceeds of which are to be devoted to endowing beds in hospitals for orchestral musicians.

## Warsaw Exhibitions

## RADIO

From August 25 to September 11 the greatest radio exhibition ever organized in eastern Europe is being held by Polska Radio in the Warsaw YMCA Central building. To this purpose are devoted the two gymnasium halls, the auditorium, and six educational class rooms, while in the lecture hall in the basement there is an exhibition of television. All sorts of radio apparatus and systems are shown while daily concerts of international interest are transmitted from the auditorium, not only to Polish audiences but abroad.

Negotiations are being for the transmission of the most interesting concerts and events by the National Broadcasting Company in New York, and if these negotiations are successful, friends in America will be in direct communication with us through these concerts and lectures.

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## CINEMAS

ATLANTIC. Victor McLaglen in "Battle of Broadway" (Tough farce).

BAZLYK. Nelson Eddy & Eleanor in "Rosalee" (Good musical).

CAPITOL. "Wizos" (Polish film, fifth month).

CASINO. June Knight in "The Lilac Domino" (Good musical).

COLOSSEUM. Dorothy Lamour in "Jungle Love" (Adventure).

EUROPA. Katharine Hepburn & Cary Grant in "Bringing up Baby" (First class farce).

"DIERA". Robert Montgomery & Rosalind Russell in "Live, Love & Learn" (Excellent comedy).

"PALLADIUM". Katharine Hepburn & Cary Grant in "Vacation" (Good dramatic comedy).

PAN. Harold Lloyd in "Professor Beware" (Loving farce).

RIALTO. Ginger Rogers & James Stewart in "Vivacious Lady" (Charming comedy).

"ROMA". India the Mysterious.

"STUDIO". Sarah Leander in "La Habanera" (Spanish drama in German).

STOLY. William Powell & Anabella in "Baroness & the Butler" (Amusing comedy from Hungarian).

SWIATOWIT. Reopening shortly with "Marco Polo".

VICTORIA. Sylvia Sydney in "The Man I Love" (Tense Prison Drama).

Starred cinemas play at 5, 7, 9, others at 6, 8, 10.

## THEATRES AND MUSIC

ATENEUM. Closed.

CYRULK WARSZAWSKI. Closed.

DOLINA SZWAJCARSKA. Daily open air concerts.

FILHARMONIA. Closed.

KAMERALNY. "Too Large a Family".

KONSERWATORIUM. Closed.

LETNI. "The Troubles of Bourcarane".

MALE QIP PRO QIP. Closed.

MALICKIEJ. "On the Radio" (Musical).

MALY. "Dane Nature".

NEWY. Closed.

NARODOWY. "Habit Vert".

OPERETKA 8.15. Christiana Leśniewska (Musical).

POLSKI. "Sourette".

TEATR WIELKI — OPERA. Closed.

WIELKA REWIA. Closed.

## MECHANICALLY DRIVEN VEHICLES IN POLAND

On August 1st, 54,055 mechanically driven vehicles were registered in Poland, 2,226 more than on July 1st last year. The figures comprise 24,303 passenger cars, 8,145 lorries, 5,119 taxicabs, 2,014 motor-buses, 13,060 motorcycles, and 1,414 special vehicles. From January 1st to August 1st the number rose by 9,655.

## PETROL CONSUMPTION IN POLAND

During the first half of this year 45,390 tons of petrol were sold on the Polish market. The record figure of petrol consumption in Poland before the depression was 38,665 tons, during the first half of 1930.

## BRITISH PASSPORT CONTROL OFFICE

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No 106/7

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

No. of certificate	NAME	Sex	Category	Last date of visa	Admission (expiration of validity)	Address
109701	CZARNOCHA Zipa	21	B/3	23.9.38	30.9.38	Hechalutz, Kopernika 8 Lwów
109700	REICH Sara	23	"	"	"	ditto
109698	POLECZAK Liba	21	"	"	"	Hechalutz, Gęsia 14 Warszawa
109697	RESSEL Mariam	21	"	"	"	ditto
109696	KOTLAR Masa	23	"	"	"	"
109695	MARDER Felja	19	"	"	"	"
109694	SEGAL Czarna	22	"	"	"	"
109693	SAPIER Chaim Isaac Beer	17	"	"	"	"
109692	SCHACHTER Ida Berta	20	30.9.38	15.11.38	"	At. Krasńskiego 10, Kraków
109691	SCHER Michal	18	"	"	"	Batortego 12, Stanisławów
109690	HALBERSTADT Pinkus	18	"	"	"	Zorawia 6, Warszawa
109689	HALBERSTADT Pinkus	18	"	"	"	Sienkiewicza 11 Brześć k. Łodzi
109688	LASKIER Chawa	19	"	"	"	At. Kościuski 24/26 Częstochowa
109687	PRAGER Eliezer Naftali	18	"	"	"	Murawska 18-13 Warszawa
109686	PREMINGER Joachim	18	"	"	"	Cnam, Warszawa, Kolumbia
109685	RUDY David	21	"	"	"	Wilenska 47/3 Wilno
109684	WALD Salomon	20	"	"	"	Płuckiego 20, Tomaszów Maz.
109683	LOWMAN Jozef	22	"	"	"	Bezosiłowicza 50b Nowogród
109682	BEGLEITER Marcell	18	"	"	"	Kopernika 28 Lwów
109681	BLEIBERG Kurt	17	"	"	"	Pl. Bilewskiego 4, Lwów
109680	GOLDBERG Hersz	20	"	"	"	At. Czwartek 8, Lublin
109679	ZYSMAN Jozef	22	"	"	"	Pl. Kłosa, pow. Dębina
109678	ZARACH Sani	19	"	"	"	Polska 21, Stolin
109677	LEWENBERG Izanek	23	"	"	"	Kwaszela 19/2 Wilno
109676	LESZCZYC Hersz Lejb	20	"	"	"	Machowskiego 32, Będzin
109675	NEUSCHAUIM Hersh Herman	19	"	"	"	Jagielska 30, Przasnysz
109674	KALMANOWICZ Szelem	18	"	"	"	Kwaszela 23/5, Wilno
109673	ROZENWANG Benjamin	19	"	"	"	Pawia 27/25, Warszawa
109672	SZTERN Aba	21	"	"	"	Poniatowski 25, Włodzimierz Wołyński
109671	SCHLYERN Marcell	18	"	"	"	Przerwana 4, Lwów
109670	LOWY Akiba	21	"	"	"	Dietha 97, Kraków
109669	LANGER Hirsch	18	"	"	"	Waspolna 16a, Sosnowiec
109668	ZAGORSKI Gabriel	36	23.9.38	"	"	Twieniec pow. Wołoxyn
109667	MEISLER Herman	20	30.9.38	"	"	Stradom 13/25, Kraków
109666	WINKOWICZ Mejer	20	"	"	"	3 Maja 12, Bereza Kart.
109665	KYSKA Jozef	21	"	"	"	Pl. Kłosa, pow. Ostrow Maz.
109664	ROTOGNER Eliaz	20	"	"	"	Kazarkia k/Pruszyń
109663	REIDMAN Bornek	21	"	"	"	Rynkowa 3/59 Warszawa
109662	SEGAL Chaimel Symon	18	"	"	"	Mickulczyzna
109661	SZTERN Szolim	19	"	"	"	Brukowa 28/2 Białystok
109660	WEISS Samuel	24	"	"	"	Pl. Cerkiewny 9, Lambov
109659	WIEDERMAN Isak Eliaz	26	"	"	"	Kopernika
109658	RAJCHENBUCH Simona	23	23.9.38	30.9.38	"	Sienkiewicza 29, Lwów
109657	WISZENGRAD Diana	22	B/3	"	"	Murawska 44, Warszawa
109656	ARONOWICZ Aron	18	"	"	"	Czerwiniacz, pow. Brześć
109655	RIECHTER Liba	22	"	"	"	Płuckiego 23, Suwalki
109654	MIRKIN Nehama	21	"	"	"	Dubno
109653	BREITMAN Hilja	27	"	"	"	Rudnicka 25/4, Wilno
109652	GUREWICZ Reiza	45	D	"	"	11 Listopada 13, Tarasopol
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"	"	2	"	"	"	"
109564	CEJTLIN Szolim	40	"	"	"	Brzeska 12, Pinsk
"	Jerachiel	40	"	"	"	"
109575	TYGIER Hilma	23	B/3	"	"	Ogrodnia 16, Zduniska Wola
109564	SZERMAN Liba	33	D	"	"	Czestochowska 3, Ostrowiec
"	"	13	"	"	"	"
"	"	7	"	"	"	"
109545	STEINBERG Maria	23	B/8	"	"	Krakow
109547	SELENBERGFROND Szolim	23	D	"	"	Krakow
109548	KATJAJ Tamara	28	"	"	"	Wilenska 8, Nowo-Wilejka
109549	KRAMER Mal Awit	38	"	"	"	At. Schudel, Przeworsk
109554	LEWIN Hryka	10	"	"	"	Dunilowicka 6, Wołkysta
"	"	6	"	"	"	pow. Postawski
109555	Dwojra	26	"	"	"	c/o Szpilman, Zakł. Fotogr.
109556	KAPLAN Fejga Rynka	26	"	"	"	Ostroleka
109556	ELIOWICZ Kelle	37	"	"	"	Rynek 35, Iwje, k/Lidy
"	"	18	"	"	"	"
"	"	10	"	"	"	"
"	"	6	"	"	"	"
112120	BROMBERG Abram Moises	21	"	30.9.38	15.11.38	Kilnkiego 18, Lódz
112121	SHKUNDA Dawid Lew	21	"	"	"	Racławicka 40, Jarosław
112122	FLISCHBAUM Pryma Szolim	24	"	"	"	c/o Schlechter, Grodzka 10, Lwów
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112124	GRAJEW Mojsz	21	"	"	"	Horodziej, pow. Nieswiez
112125	HARMAN Herta w Hendla	19	"	"	"	Narutowicza 31, Lódz
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112129	RYZIKOW Lejb	17	"	"	"	Kilnkiego 16, Białystok
112130	BALIN Perla	19	"	"	"	Złotnicki, Podhaj
112131	BERLINER Miodla	18	"	"	"	Głowna 47, Lódz
11450	WAINBAUM Wigdor	46	A/1	23.9.38	30.9.38	Zamenhofa 31/3, Warszawa
"	"	14	"	"	"	"
112157	EISENBERG Benjamin	18	B/3	30.9.38	15.11.38	Mickiewicza 4, Radymno
112158	HELMREICH Ojase Dawid	24	"	"	"	Franciszkańska 35, Przemysł
112159	JANOWSKI Mejer Szalom	24	"	"	"	Graniczna 16/6, Warszawa
112160	LANDAU Moises Nachel	17	"	"	"	Wodna 2, Kalisz, Buczacz
112161	ALTEMBERG Jehuda	18	"	"	"	Kupiecka 15/4, Białystok
112162	ZYBLAT Dwojra	17	"	"	"	Klasztorna 56, Rowne
112163	SKINKEREN Chaja Bilim	17	"	"	"	"
112164	SCHUCHET Anna	27	"	"	"	Jasio
92	ZEMEL	23	"	"	"	Szezechy Białost.
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97	"	54	"	"	"	"
98	STEINBERG Jozef	48	"	"	"	31.12.38 Krasnów
99	ROTENBERG Malka	18	"	"	"	Rynek 35, Iwaniska Poland

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