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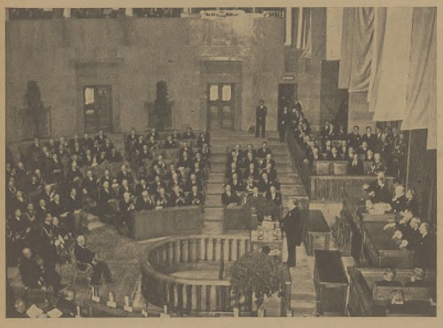
THE INTERNATIONAL PARLIAMENTARY COMMERCIAL CONFERENCE AT WARSAW



The opening of the Conference in the presence of President Mościcki.

British Delegation at the Grave of the Unknown Soldier.

The meeting of the International Parliamentary Commercial Conference which was held at Warsaw from the 5th to the 8th September, was attended by a large English delegation headed by Sir Philip Dawson, and Lord Eltisley, and including Sir Robert Bird, Colonel H. F. Crookshank and Colonel E. T. Wickham. Before leaving the delegates expressed their gratitude at the hospitality of the Polish Government

POLISH STRATOSPHERE FLIGHT

The envelope of the "Gwiazda Polski", the largest balloon ever built, has been transported to Zakopane, the famous Polish mountain resort, and it will be soon taken to the starting point in the Chochołowska valley.

The gondola, built of a light aluminium alloy, is practically ready and will be transported to the starting point in a lorry, because its size makes it unsuitable for railway transport. It is painted in vertical black and white stripes.

Major Stevens, the present holder of the world record of altitude, has left for Zakopane in order to witness the preparations for the flight. The start of the balloon will take place after September 16-th, but the exact date will depend on the weather. Complete still is required for the successful inflation of a balloon of the size of the "Gwiazda Polski", which is 450 feet high from gondola to the top.

Representative of about 60 newspapers, several film companies and radio systems will be present at the start. According tho the American Bureau of Standards it is not at present technically possible to build a larger balloon than the "Gwiazda Polski" and for that reason it may remain the largest ever built.

(ATE)

London Letter

by „The Londoner"

British Army Manoeuvres.

The British Army exercises now taking place in the Aldershot Training Area could not be described as in any sense "massed movements of troops". Designed to train young officers, they comprise a number of little "battles", and thus give excellent opportunities of gaining experience to small detached units.

To combine military realism with a strict respect for private property is a difficult task. The outside observer is sometimes astonished to see a tank squandron halting while a man is sent forward to open a fragile wooden gate, and left behind to close it again.

But this necessity for avoiding "out of bound" districts calls for greater skill in map reading and develops a good eye for country. It is no uncommon sight to push through a wood and find tanks hidden away among the trees — a really remarkable piece of manoeuvring.

"Tommies" at Work.

Among the most interested spectators of a recent "battle" near Winchester were the Military Attachés from the London Embassies and Legations.

Judging from their comments, they were particularly impressed by three things — the tactical handling of mechanized cavalry and artillery, the excellence of the equipment used and the unfailing good humour of the troops.

This cheerfulness and seeming lack of interest in the art of war is one of the best traditions of the British private. Soldiering is his job, and whether he is fighting mock battles in the Hampshire rain, or real ones under a more deadly shower, he carries on with amused tolerance and efficiency.

Prime Ministers' Pensions

The most honourable positions in Great Britain are by no means the best paid. Until lately, there was no system of pension for the highest Government post - that of Prime Minister.

The "Ministers of the Crown Act", which came into effect just over a year ago, introduced the principle of pensions for ex-premiers for the first time.

Under this Act, all British Prime Ministers will receive a State pension of £2000 per year, providing they hold no other ministerial office after retirement.

At present, Earl Baldwin and Mr. Lloyd George are the only recipients of this pension. Mr. Ramsay MacDonald was also entitled to it, and received it for a few months before his death.

"A Tinker out of Bedford".

This week has seen the 250th anniversary of the death of John Bunyan, the Bedford tinker whose "Pilgrim's Progress" is honoured today as one of the greatest classics of the English language.

The book was begun in Bedford gaol, where Bunyan, who had a passion for personal freedom, spent over 12 years. Personal freedom meant less to him than his convictions of truth and liberty.

John Bunyan was an itinerant tinker, and for a time a soldier. The call to arms sounds strongly in his prose, and the names of his heroes, such as Mr. Standfast or Valiant-for-Truth, echo it.

The writer himself was buried in a pauper's grave. This would not have greatly disturbed one whose sense of temporal values was so well adjusted, and his countrymen have, by two and a half centuries of honour, done something to repair the original wrong.

Sunlight in the Black Country.

The latest report of the "Special Areas" Commission throws interesting light on the Government's efforts to introduce new industries into the districts which have suffered most from unemployment. These efforts have included such substantial help as official grants towards the cost of building and several concessions in taxation.

At Treforest, in South Wales, 22 new factories have been occupied and another 20 plants are now being built. The Team Valley Estate, near Durham, has as many as 64 new industrial plants in actual production, while many more are being built or are under consideration.

Taking Great Britain as a whole, 541 new factories were opened during 1937, giving employment to no fewer than 46,700 people.

"Well roared, Lion!"

The British Ass (as that dignified body, the British Association, is familiarly known) has just concluded a series of most successful meetings at Cambridge.

The announcement of the perfecting of a gearless motorcar, which may well do something towards making the world quieter, has caught public imagination. But a theory that International affairs can be forecast by an algebraical formula, has left the London Press sceptical.

The scientists' disclaimer that they are not responsible for the use made of their inventions is surely justified. But perhaps the suggestion that "The superman made the aeroplane, but the ape has got hold of it", is rather too sweeping.

The Association formerly closed their meetings with a dinner at the Red Lion Club, where members flourished their coat tails in lieu of natural ones, and expressed approval by roaring instead of by the more customary "hear, hear!" It is surely a pity that this dinner no longer takes place, for the laughter of the learned is an excellent sound.

Churchill on Churchill.

The publication of the final volume of Mr. Winston Churchill's life of his great ancestor, the Duke of Marlborough, marks an important anniversary in the Duke's career.

On September 14th, 1667, young John Churchill received his first commission from James II — the monarch who fled into exile 21 years later, while Churchill, then Commander-in-Chief of the Army, welcomed his rival, William of Orange, to England.

There are incidents in Marlborough's career which cannot readily be condoned. But there can be no doubt about his military skill or his, unswerving loyalty to England.

The completion of this great biography is one of the outstanding events in the literary year. Here the story of Britain's greatest soldier and one of the great captains of history is told by his descendant, one of the most brilliant figures of British political life today.

Glasgow Exhibition News

Queen Mary at Glasgow.

Queen Mary, who retains a very special place in the hearts of the British people, visited the Scottish Exhibition at Glasgow twice last week.

From the top of the famous tower, the Queen saw the sweeping panorama of the Clyde valley, including the giant liner which Queen Elizabeth — after whom it is to be named — will launch on September 27th.

At the cinema, to which Queen Mary paid a surprise visit, there were no seats. She declined the offer of a seat from one of the audience.

At her second visit, she entered a Glasgow Corporation 'bus, which was one of the exhibits, and was shown how it should be driven. Her Majesty's one regret when she left was that the had not seen the Exhibition illuminated at night.

Prospects of 12,000,00 total attendance

The 26th August was the hundredth day of the Empire Exhibition, and with fifty-seven days still to go, there is every prospect that the 12,000,000 total aimed at will be attained.

(*Continued on page 2*).

Economics and Finance

GREAT BRITAIN'S ECONOMIC WEALTH

One of the factors which contribute most to the economic wealth of Great Britain is its foreign trade, but the benefits of this activity are not limited to Great Britain. Foreign countries too are considerable gainers in two directions. Vast sums of British savings have been invested in the form of capital lent to overseas countries, and in Latin America alone, to take but one example, the latest and most reliable statistics show that the total nominal amount of British capital invested there is over £1,150 millions. Furthermore, the United Kingdom continues to be the world's largest market for foreign products. During the past three years, for instance,British import-values have averaged £900 millions per annum, of which sixty per cent are from foreign countries. Such purchases are paid for in a currency having universal value and free international circulation.

The British capacity to lend and to maintain a high level of import trade-values naturally depends in large measure on Great Britain's healthy internal economy. This is being amply maintained; indeed the circulation of wealth in the country tends to increase. Two small examples will serve to illustrate this. The number of wireless receiving licences issued by the Post Office at the end of July was 8,661,500, an increase of 391,900 since July of last year. Another aspect of the spending power of the country is the fact that, in the first six months of 1938, wage-changes resulted in a net increase of £270,000 per week in the full-time wages of some 2¼ million workpeople.

SALE OF WSPÓLNOTA SHARES

The largest industrial concern in Poland, the "Wspólnota Interesów", which is at present owned by the government, is to pass into private control, by the sale of a large number of the shares at present held by the government.

The nominal value of the government holding of shares is 50 million zlotys. The Wspólnotá owns a large number of coal mines, ironworks, metal factories, etc. mostly in Upper Silesia. Certain rules will be observed in the sale of the shares, as their purchase by foreign interests might be undesirable. It is possible that the government will retain a controlling interest and sell the balance of the shares to small shareholders. (ATE)

ECONOMIC CONDITIONS IN POLAND

According to the latest quarterly report of the Polish Institute for Economic Research the average index of industrial production in Poland for the second quarter of this year was 118.1 as against 120.1 for the first quarter, exceeding 1937 by 8 per cent. In producers goods the average increase per quarter last year was 4 per cent, but this year the gain during the first quarter was only 2 per cent, and in the second quarter there was no change. In consumers goods there was a 4.4 per cent decline of the index for the quarter under review, but the decrease was partly made good by greater production of electric energy and larger output of earth gas (rise of 6 per cent each) in connexion with the new Polish Central Industrial District. The decline in the general index was mainly caused by a slackening in residential building after the enactment of new building regulations covering air and gas defence; the necessary changes resulting in much delay. Machinery investments, especially in the new industrial region, rose by 14 per cent for the quarter, and by 48 per cent as against a year ago. The efflux of saving deposits caused by international political events in March, was soon reversed, the rise in the total during the second quarter being 19 million zlotys; the influx continued, and by mid-August the figure again reached the former record figures. Deposits with private banks rose during the second quarter by 25 million as against 15 million for the first quarter and 13 million for the second quarter of 1937. The enhanced pace of public investments resulted in a considerable decrease in Treasury deposits with the State banks, and in a reduction of banking deposits by 23 million zlotys. The seasonal money demand caused an expansion of discount credit at the Bank of Poland, as also an expansion of money in circulation. The continued liquidity of the free money market stimulated interest for securities and furthered a continued advance in quotations.

CUTTING DOWN BRITAIN'S CRIME BILL

Since 1910, Great Britain's average daily prison population has decreased by 51 per cent. Taking all classes of prisoners into consideration, the total number entering prison in 1909 stood at 164,901; by 1936 — the last year for which figures are published — this figure was only 31,361.

Two great reforms have played an important part in cutting down the prison population. The first of these is the 'Probation of Offenders Act, 1907', which has only recently come into general use. Under this Act, first offenders may, at the Court's discretion, be released on 'probation', — i. e. on a promise of good behaviour and under the friendly supervision of a probation officer who has received special training in social work. These 'Probation Orders' may last from one to three years and should the accused be charged again during this period his previous breach of trust is, of course, taken into account.

During 1936 no fewer than 25,000 people were released from British Courts under this system. A recent survey shows that 76 per cent of probationers released during a single year have not appeared before the courts within three years of their final discharge from supervision. In the case of offenders aged 21 and over, this figure rises to 81 per cent, a most encouraging point, which shows that probation, properly used, can do a great deal in saving non-criminal types from prison.

The other measure responsible for the decrease in criminals committed to gaol is the 'Money Payments Act, 1935', which allows fines to be paid on an instalment system adjusted to individual needs. It is hard to say how many thousands of people, many of them small tradesmen charged under local by-laws, have been saved from the stigma of prison through this measure. The spectacle of a man spending two weeks in prison because he could not pay a 15/- fine has now gone from England — and no one is more pleased than the magistrate whose task it is to administer the law.

Not only has the administration of criminal law been altered, but actual prison routine has been changed beyond all recognition. As far back as 1922 the Prison Commissioners stated in their report: "It is not to make prisons pleasant, but to construct a system of training such as will fit the prisoner to re-enter the world as a citizen. To this end the first requirement is greater activity of mind and body, and the creation of habits of sustained industry. Next comes the removal of any features of unnecessary degradation in prison life and promotion of self-respect... Finally we endeavour to awaken some sense of personal responsibility by the gradual introduction of methods of limited trust. Each separate measure is part of the whole scheme."

The greatest of these prison reforms is the introduction of an 'earning system', under which all prisoners, except those serving less than three months, do constructive work for 8 hours every day and are paid for this on a piece-work basis. The amounts so earned are not large, at the most 1/— a week, but they enable a man to buy small luxuries, perhaps to save a little money, and to feel that — even in prison — he is still a useful member of society.

It is unnecessary to trace all these changes in detail. Each reform is given a trial period in one prison before being applied to the others, and it is interesting that these changes have come about without any relaxation of proper prison discipline. The segregation of prisoners according to criminal records and ages has greatly improved prison morale, and certain selected prisoners are now working under what can best be described as 'camp' conditions. One of the newer experiments, is the wearing of plain civilian clothes by prisoners when receiving visitors, and convicts imprisoned a long way from their homes are, on good behaviour, transferred to a local prison once a year in order to see their friends and relatives.

All these changes have been brought about without any relaxation of public respect for law, and without encouraging the confirmed criminal to adopt bolder tactics. The English criminal law is not to be taken lightly and when an English police constable says "You can't do that there 'ere" the great majority of Englishmen are willing to abide by his decision.

Glasgow Exhibition

(Concluded)

SEPTEMBER CONFERENCES AT THE EXHIBITION

Eleven conference are scheduled to take place at the Empire Exhibition during September.

One is an international convention: that of the International Union of Local Authorities, to which delegates are coming from Belgium, Czechoslovakia, France, Germany, Holland, Hungary and Roumania.

The British Junior Chamber of Commerce confered in the Exhibition Concert Hall on Saturday, September 3rd. A resolution submitted by Sheffield called for quotation: "A National Trade Fair to be held in this country, either in place of, or in addition to, the separate sectional Trade Fairs, such as the Leather Fair, the Shipping and Engineering Exhibition, the British Industries Fair, etc., as at present held."

The Institute of Cost and Works Accountants deliberated in the Clachan Castle on September 8 and 9th. Business executives were invited to attend an open session of the Conference, when a paper was be read by Mr. C. Thornton Hobson, F. C. W. A., on "The Service that Management can get from the Cost Accountant".

On Saturday, September 10th, the Scottish Film Council had a conference on "Entertainment Films for Children", under the Chairmanship of Lord G. Nigel Douglas-Hamilton. Mr. Oliver Bell, Director of the British Film Institute, spoke on the position in this country of entertainment films for children, and what the Institute has been doing in the matter.

LEADING PIPE BANDS IN EXHIBITION CONTEST

The pick of Scotland's pipe bands, eighteen in number, marching in formation along the main avenues of the Exhibition and descending the North Grand Staircase, will be the thrilling finale to a four days' pipe band contest organised by the Exhibition Special Attractions Committee.

The contest, one of a series of crowd-pulling attractions devised by the Committee, has been arranged in conjunction with the Scottish Pipe Band Association and Mr. J. Quigley of the Cowal Games Executive Committee.

LONDON'S POLICEMEN

London, greater London, sprawls like some sleeping giant on both banks of the River Thames. If you drew a circle with a 15 mile radius from Trafalgar Square you would be showing the rough boundaries of the world's largest city — also marking off the outlines of the 'Metropolitan Police District'. Inside this area live more than eight and a half million people and the entire district, some 700 square miles, is policed by 20,000 men.

The outstanding feature of the London police is the genuine humanity shown by every member of the force. Whether a London constable is arresting a suspected murderer or shepherding school children across a busy street, he remains an ordinary human being. It is this trait, rather than scientific training or splendid discipline, that is the special characteristic of the London 'Bobby'.

The fact that London's police are always unarmed shows that they rely on something greater than force in carrying out their duties. The Metropolitan Police are controlled by Home Office authorities, and, even in moments of National emergency, must remain a purely 'civil' force.

No doubt there are districts in London where the police are regarded with distrust — if not with dislike. The majority of Londoners, however, regard their police with affection and pride; also, because of this pride, with an obedience that is neither servile nor sullen. It is only necessary to mix with any London crowd to learn something of the remarkable fellowship between police and public.

Most visitors to London hope to see a 'state occasion' the King's Birthday Parade, an opening of Parliament, or the changing of the guard at one of the Royal palaces. On any of these occasions the London policeman can be seen to advantage. In no other city is a crowd controlled with such good nature; there is no rushing about, late comers are not allowed to occupy the front ranks, and every constable makes a point of seeing that all children within reach secure a view of the Royal processions. Unfailing politeness and kindness shown to visitors has been largely responsible for the use of the word 'wonderful' when talking of the London police.

But the Metropolitan Police do not spend all their time on formal parades or in helping old ladies across the street. London, like all large cities, is not free from crime, and the police have plenty of active work to do in safeguarding the treasures of the English capital. The following figures, taken from the Police Commissioner's Report for 1937, show that London receives remarkably fine police protection. During 1937, 51 per cent of all burglaries reported to the police were cleared up, over 40 per cent of 'assault and robbery' cases were solved, more than 72 per cent of thefts from motor vehicles, and 94 per cent of all shoplifting cases were detected within the year.

The fact that London constables go unarmed does not prevent them from tackling armed criminals, and London police records are full of brave deeds carried out by constables in the execution of their duty. However, the English laws governing the use of fire arms are so strict, and detection so sure, that only a crazed or desperate man will use weapons to resist arrest.

The selection of recruits for the Metropolitan Police is carefully watched. The physical standards are high, but mental and moral qualities are the more highly valued. Every year sees a higher educational standard and the old English saying "When in doubt, ask a Policeman", will soon be really applicable to any topic from ancient history to modern economics. Policemen of all countries are exposed to temptations from which the ordinary citizen is free, yet during 1937, only seven men were dismissed from the Metropolitan Police for improper conduct.

The average London constable is friendly, polite and always helpful to those less fortunate than himself. He is patient and disciplined, not given to anger; yet he is capable of defending himself when called upon to do Although he represents the law to millions of people, he knows that he himself must obey the law he serves, and realises that his first duty is prevention rather than prosecution.

SHIPPING AND AVIATION

The "Queen Mary's" exploit

In a casual — one might almost call it an "unhurried" — manner, the "Queen Mary" has beaten the Atlantic record by an hour and fourteen minutes. Her owners disclaim any intention in this feat. The ship was not "out for the blue riband", she merely left rather late and made up her time.

It has been the consistent claim of the Cunard White Star Line that their ships are built for utility rather than for speed. It is gratifying to hold the speed record. But the Cunard White Star Line take the view that it is far more desirable to maintain a steady schedule of under four days for the crossing, and a superbly high level of comfort and security.

Air travel progress in facts and figures. Fleets which now fly 30,000 miles daily.

When, the other evening, the last air express of the day's schedules glided down at Croydon, yet another page was turned in the history of British air transport. This was the completion of nineteen years of regular flying on the routes connecting England with the Continent.

The first passengers crossing the Channel by air, towards the end of August, 1919, paid 25 guineas for flights in small, noisy aeroplanes which had been converted hastily from purposes of war to those of peace. Today a London-Paris passenger can make this air journey for a fare of £4.10. 0d., and can do so, with every travel comfort, in one of the big luxury-planes of Imperial Airways.

In the first days of the Paris route it cost 7/6d. to send a parcel weighing a pound by air between the two capitals. Today the freight rate on a pound parcel works out at slightly less than a shilling.

In the first phase of daily Paris flying this 250-miles route represented the total extent of our British airways; and, with one service operating in each direction daily, our aircraft were for a time flying only 500 miles a day. At the present time, in contrast to that, Imperial Airways and its subsidiary and associated companies have 29,000 miles of routes in regular operation; while the aircraft operating over these routes are now flying approximately 30,000 miles daily.

Nineteen years have seen remarkable strides in all aspects of British civil aviation. The first small London - Paris 'planes carried their two passengers at a speed of a little over 80 miles an hour; whereas a latest-type airliner such as the Imperial "Ensign" will provide accommodation for 40 passengers, and will attain a speed of 200 miles an hour.

A week of British flying news

Two liquid-cooled 12-cylinder aero engines, together developing more than 4,000 h. p., power Captain G. E. T. Eyston's 7-ton, six-wheeled, speed machine "Thunderbolt", with which he has raised the world land speed record by 33½ m. p. h. to the amazing figure of 345,49 miles an hour (556,3 kilometres an hour) over a measured mile on Bonneville Salt Flats, Utah. This high speed, notable in an aeroplane and astonishing, in a land vehicle, was recorded by electrical apparatus.

Official times of the two prescribed runs over the course, checked by officials of the American Automobile Association, were 10.36 seconds and 10.48 seconds, corresponding to average speeds of 347.49 and 343.51 m. p. h. Captain Eyston stated afterwards that the engine throttles were not fully open on either run, though he added that under present conditions the limiting speed on land was about 360 miles an hour, because of the terrific strain on the tyres.

Air, Land and Water

World records in all three elements have fallen to this triumph of the aeronautical engineer. "Thunderbolt" may travel at yet faster speeds. Her only rival — John Cobb's car — has two Napier 1,250 h. p. aero engines and is equally aerodynamical in lines and construction. Sir Malcolm Campbell's boat "Bluebird", which holds the world water speed record of 129.5 m. p. h., has a single Rolls-Royce "R" engine. Incidentally, the Supermarine "Spitfire" single-seat fighter, a special model of which has been groomed for an attack on the landplane speed record of 379 m. p. h., derives power from a liquid-colled "Merlin" 1,050 h. p. engine that owes much of its advanced design to the development of the "R" engines.

Progress in land speeds has marched with advance in streamlining and the development of more efficient engines. In 1924 the record stood at 129.73 m. p. h. The late H. O. D. Segrave was first to pass 200 m. p. h., raising the record to 203.79 m. p. h. in 1927. Sir Malcolm Campbell passed 300 m. p. h. in September, 1935. Captain Eyston took over the sceptre of the speed king last year, when he drove "Thunderbolt" at 312.2 m. p. h. (502.3 km./h.) over the measured kilometre. He was first to surpass 500 kilometres an hour on land. British aero engines were concerned in all of these record runs.

Minister pilots fastest warplane.

Twenty minutes' flying at more than 300 miles an hour has acquainted Captain H. H. Balfour, Under-Secretary of State for Air, with the outstanding qualities of the Spitfire monoplane, which is now in course of delivery to fighter squadrons. The Minister's flight has shown clearly that the aeroplane, in spite of its great speed, is easy to handle; though he flew fighters during the War, Captain Balfour now holds only the ordinary amateur pilot's "A" licence and most of his flying is done in light 'planes.

Multi-gun Fighter

The Spitfire is a low-wing monoplane, reminiscent in shape of the Schneider racing seaplanes designed by its creator, the late R. J. Mitchell. It has a fully retractile undercarriage and wing flaps to assist landing. The Rolls-Royce Merlin engine is neatly housed in a smooth streamlined cowling, and is cooled by liquid flowing through a ducted radiator which was specially designed for minimum head resistance. A battery of machine-guns is carried in the wings, arranged to direct a tornado of bullets on enemy aircraft at critical range.

A 1000 HP Hawker Hurricane doing a bank well over vertical

The Imperial Flying Boat "Calpurnia" being unloaded at Southampton after her first flight from Durban

Spitfires are emerging in quantity from the Supermarine works at Southampton. Lord Nuffield's airframe factory at Birmingham, now in course of erection, has been awarded an initial contract for a thousand Spitfires.

Mr. and Mrs. Everyman will fly

First meeting of the five Commissioners of the Civil Air Guard, Britain's new national organization which aims to bring flying to men and women at cheap rates, occupied six hours Cast week in discussion of initial problems. A total of 23,647 persons has so far enrolled as members the Civil Air Guard with 75 established light aeroplane clubs.

Immediate problems concern the instructors available and the aerodrome organization required. Estimates of Civil Air Guard requirements for aircraft are difficult to form in these early days. Two categories of machine are envisaged — one weighing 1,200 lb. or more and the other weighing less than 1,200 lb. In the heavier class come the new de Havilland Moth Minor monoplane, the well-tried Tiger Moth biplane, three different types of Miles monoplanes, the Wicko Major, a new and promising cabin monoplane, the General Aircraft Cygnet, and many others. The Wicko, powered with a Gipsy Major 130 h. p. engine, is in production. It is the fourth design of Mr. G. N. Wikner, a young Australian from Brisbane.

Manpower

Britain's biggest Royal Force recruiting drive since the War continues to show steady progress towards attainment of the 31,000 officers and men needed by March 31, 1939. Results of the ninth week of the campaign show 495 new enlistments, making the total of 4,628 towards the 26,000 tradesmen wanted. Previous week showed 669 men recruits, and figures remain fairly constant about the average of 600 a week which will more than satisfy demands.

Vacancies for pilots and observers are likewise being taken up. Recently nine keen New Zealanders arrived in England and are now drafted to the depôt at Uxbridge, first station of their Service career. From British Columbia, crossing Canada and America by motor coach and the Atlantic by liner, two students have just journeyed 7,000 miles to join the Service, plum attraction of which is the piloting of a high-speed British fighter or bomber type warplane, capable of speeds of 300 miles an hour and more.

Dominion applicants, now resident overseas, are required to apply in the first instance through official channels in their own country. Interview, selection and medical boards exist in Australia, Canada, New Zealand, Kenya. Candidates accepted by these boards are entitled to a free fare to London. Pilots, entered on probation for one year, undergo a course of training which will prepare them for duty with bomber, fighter or "general reconnaissance" squadrons. At the end of four years' tenure of a short service commission, opportunities are available for extension or for permanent appointment. Special facilities are accorded officers to qualify for the "B" pilot's licence which is essential for commercial flying.

Coming of 'The Great White Birds' What natives think of the flying machine

An amusing sidelight on the recent descent of the Imperial flying-boat 'Ceres' on Lake Dugari in Central India — an event which amazed natives who had never seen a large aircraft at close quarters before — has been the fact that empty mineral water bottles, as discarded by passengers and crew while the flying - boat was on the lake, were seized upon with avidity by the natives, being regarded as objects of exceptional value. It appears that such bottles, and particularly those with highly decorative labels, are now being traded regularly among the natives, their value varying according to size, colour and design.

"The story is told of one native who, after travelling a long distance through forests to reach one of our African early landing-grounds, stood in speechless astonishment as a monoplane come gliding down. 'Would you like a ride on the back of that big bird?' an official asked him. The native, it seems, shook his head. Then he added, eagerly: 'But what I should like would be to take some of the eggs of that huge bird back to my village with me'."

The Blenheim Bomber

Second type in production at the Avro works, the Blenheim monoplane bomber is the fastest aeroplane in its category yet in service in any air force in the world. Official top speed in level flight is rated at 279 m. p. h. with full military load, and Blenheim formations commonly cruise at more than 250 m. p. h. Powered with two Mercury VIII highly supercharged nine-cylinder radial air-cooled engines, and fitted with three - bladed controllable - pitch airscrews, the Blenheim can soar from sea-level to 15,000 feet in less than 9 minutes. Its service "ceiling" with full load is no less than 30,000 feet.

Secret of the Blenheim's efficiency lies in its astonishing turn of speed. Considerably faster than most fighters and remarkably manoeuvrable at high speed, the Blenheim has the further advantage of gun armament located forward and amidships which must command the respect of the most daring foe.

Blue Air-Mail Letter-Boxes to go

Air communication is about to reach another milestone in its remarkable history. It has been decided to remove from the streets of London and provincial cities those blue air-mail posting boxes which first made their appearance in 1930. At the time of their introduction the flying mail was a high-speed facility outside the scheme of ordinary postal dispatch, and it was for this rason that the authorities provided the public with special letter-boxes.

SPANNING THE RIVER ZAMBESI 1,000 FOOT BRIDGE Parts Dragged Through Miles of Jungle

One of the century's greatest feats of engineering will be completed in a year's time when a 1,000 feet long bridge will span the Zambesi River.

The bridge is being built by Messrs. Dorman Long at Middlesbrough, and section by section it is constructed at their works there, then dismantled and taken by boat and train to Africa. After a journey of many weeks, the girders and coils of wire will be dragged through what is now 200 miles of jungle.

At the moment, while the furnaces are preparing some steel for the bridge, girders already lie alongside the Zambesi, and electric drills are burrowing their way through the rock on both sides of the river. They are chipping tunnels 40 feet down in the ground to hold the cables.

The details of the building of the Otto Beit Bridge include the building of four 128 feet masts, two feet wide, two on each bank. Wire cables will then be drawn wire by wire across the river by electric winches. They will hang in a curve from the masts. These wires are 1,600 feet long, and there are 1,300 of them in each of the two cables.

When the wires are in position, a foot bridge, four feet wide, will be built across a few inches below the wires. Towers 100 feet high will be built at each side, and a wire stretched between them to take a small travelling crane. This crane will convey the girders into position for the actual bridge.

Hangers of steel cable—the actual wire used for anchoring the Sydney Bridge arches to the mainland before they were joined—will be fixed to the main cable. The steel girder foundation of the bridge will be first built across the river, to be followed by a strengthening girder, and then the road itself.

COOL ROOMS FOR THE TROPICS.

Visitors to London from tropical countries will be interested in an experiment which has been made by the London School of Hygiene and Tropical Medicine. Within a room in the basement of the School is a smaller room, a portable air-conditioned cubicle designed to afford residents in tropical countries relief from the oppressive effects of their climate. It may be used merely as a refuge, or as a bedroom or study. One shipping firm is considering using the cubicles on their hot-weather routes, and some Doctors in the tropics are interested in them as a means of ensuring restful sleep for hospital patients.

The standard internal size of the cubicle is about ten feet by six; and it is seven feet in height. The air-conditioning unit is a very small affair, with a motor of ½ horse-power and an electricity consumption about equal to that of an ordinary bowl fire, so that it can be run from a lighting circuit. It works automatically, reducing temperature and humidity to a comfortable level without interference by the owner. Some years have been spent on developing the invention, and "The Times" reports that the cubicles are now about to be produced in quantities. Alternative models, differing in material and interior finish, will cost from £90 to £100, and the air-conditioning unit a further £75 or so.

STAGE AND SCREEN: VERSATILITY

By Edward W. Betts of „The Era"

In an age that is almost typified by specialization, it is refreshing to find that one of the chief characteristics of the theatre is versatility. This is strictly according to tradition. For years the "general utility" man was the backbone of every company, and he is being worthily imitated in our many repertory theatres, where this week's leading man may be "heavy father" next week.

But the stage to-day offers many striking examples of all-round ability. There is, for example, Ivor Novello, who thinks nothing of writing a play, composing the music for it, producing it and appearing in the leading part. Noel Coward can do, and has done the same, and, like Ivor Novello, has even found time to put in a bit of film acting!

Some of our best producers have come from the actors' ranks, as, for example, Tom Reynolds, and I believe that Leslie Henson is as competent as a producer as he is admirable as a comedian.

Among dramatists a conspicuous example of versatility is J. B. Priestley, who was a successful essayist and novelist before he began to write for the theatre, and who, not content with providing some of the most thought-provoking plays of our time, has also been successful in theatre management. His latest enterprise, in association with half a dozen other enthusiasts, is to launch the Westminster Theatre on a forty weeks' season, each play to run for a definite period. There is a resident company, with the addition, from time to time, of "guest" artists.

Priestley's latest play, ***Music by Night***, by the way, produced at the Malvern Festival in the same week as Bernard Shaw's *Geneva* is to be seen in London, either in the autumn or early New Year.

From the ranks of the critics, Charles Morgan of "The Times" has joined the army of successful dramatists with *The Flashing Stream*, just produced at the Lyric Theatre. Included in the cast is Laurier Lister, who is jointly responsible with Hilda Vaughan (wife of Charles Morgan) for *She Too Was Young*, a lighthearted costume piece, due shortly at Wyndham's Theatre. Miss Vaughan has written some attractive Welsh novels and her new play is set in a Welsh country house.

Talking of critics turned authors, it is course history that Shaw was a music critic and a dramatic critic before he began to provide for the stage what a wit has described as "its first talkies." William Archer surprised all his friends by crowning a life of rather "high-brow" criticism with a full-blooded melodrama (which, incidentally, made a lot of money), and Herbert Farjeon, who is still very much alive, has in his *Nine O'clock* revue proved to the public that he is one of the wittiest men who has ever written for the stage.

* * *

The first television play to be transferred to the stage is the modern-dress version of Shakespeare's *Julius Caesar*. This is to be presented by Margaret Bannerman, who won a great success in Somerset Maugham's *Our Betters*, and recently made a surprise debut as an operatic soprano. She will take the part of Portia, and others in the cast will be Ernest Milton, D. A. Clarke - Smith, Sebastian Shaw, Anthony Ireland, and Laura Cowie.

*

S. I. Hsiung, whose *Lady Precious Stream* ran for so long that many of us thought it would beat Tennyson's brook, has written another play with a Chinese setting, called *The Professor from Peking*.

*

With the return of the Coliseum to "variety," that ornate theatre in St. Martin's Lane is again fulfilling the purpose for which it was originally intended. It was here that Grock made his regular appearances, and at one time or another every kind of entertainment found its way into the programmes, from Russian ballet to Sarah Bernhardt. This reversion to type coincides with a remarkable music hall revival throughout the country. This autumn should see the best variety season for years. In the cinemas, too, more variety turns are being introduced, and one large circuit has opened a separate booking department to deal with this side of their activities.

Mice and Manuscripts

Like most British Government offices, the Public Record Office, (which has just celebrated its centenary as the repository in London of all State and legal documents) possesses a cat, which draws Civil Service pay and allowances in return for its mousing activities.

The Record Office cat must have an easy time. This vast collection of documents — about 30.000.000 — is kept in carefully sealed vaults, along more than 30 miles of shelves.

But in the Record Office museum, there is on view a manuscript — carefully restored by the Office experts — which had been partially destroyed by a rat. The rat is also on view.

That, of course, was long before the advent of the cat. Among other interesting exhibits in the Museum are to be seen Domesday book; the treaty guaranteeing the Independence of Belgium (since famous as the "scrap of paper"), and the signatures of many other great men on documents which stand as landmarks through nearly ten centuries of British history.

The National Theatre.

The South Kensington site of the proposed National Theatre is now clear, and plans are to be submitted to the executive committee by the architects, Sir Edwin Lutyens and Mr. Cecil Massey.

The new building is not to be of the bold modern design of the Memorial Theatre at Stratford. Critics were divided about the latter, but its natural setting helped to make it a success.

The National Theatre, however, will have to compare with the heavy Neo-Gothic of the South Kensington Museums, and its style is to be "English traditional".

It is to have the largest revolving and rolling stage in London, but a comparatively small auditorium, to seat 1100. This is to provide for the staging of both spectacular and intimate plays; the latter are impossible with too large an auditorium.

A NEW BATCH OF PENGUIN CRIME BOOKS

The Invisible Man by H. C. Wells. A new edition of this famous classic, the tale of a student who becomes invisible, his adventures and pursuit by terrorised villagers, and his death at their hands.

The Red House Mystery by A. A. Milne, is the only crime story written by this famous humourist. It describes in brilliant fashion, the solving of a murder by a self-styled amateur detective.

The Piccadilly Murder, by Anthony Berkeley, is the story of Mr. Chitterwick, a mild-mannered criminologist, who, in rather stereotyped fashion, discovers the murderer.

The Waxworks Murder, by John Dickson Carr. A good thriller, which is set in Paris, and is solved in clever fashion.

The Mystery of Dr. Fu Manchu by Sax Rohmer. A new edition of this famous thriller which for many years has set the standard of oriental adventure.

The Dangerfield Talisman by J. J. Connington, a crims story without a murder, the science of detection pleasantly described.

Obelists at Sea by C. Daly King. A psychophysiological murder tale centered on an Atlantic liner at sea. Excellent but solid.

Murder at Crome House by G. D. H. and M. Cole. Another tale from the pens of these able collaborators.

The House at Tollard Ridge by John Rode. Well written murder yarn in the authors usual forceful style.

Enter a Murderer by Ngaio Marsh. Excitting and stimulating.

Penguin Parade no. 3. contains several tales of the usual high standard, with contributions from Stephen Benet and other well-known authors.

All the above are obtainable at zl. 1. each at any bookseller.

C I N E M A S

ATLANTIC. Gorczyńska in "Druga Młodość" (*Polish Drama*)

***BAŁTYK.** Nelson Eddy & Eleanor in "Rosalie" (*Good musical*).

CAPITOL. "Wrzos" (*Polish film, fifth month*)

CASINO. Carole Lombard in "Fools for Scandal" (*Amusing comedy*).

COLOSSEUM. Errol Flynn in "Robin Hood" (*Full blooded adventure*).

***EUROPA.** Jean Gabin in "Quai des Brumes" (*French Drama*).

***IMPERIAL.** Tom Kelly in "The Adventures of Tom Sawyer" (*Mark Twains story*).

***PALLADIUM.** Danielle Darrieux in "The Rage of Paris" (*Dramatic Comedy*).

PAN. Harold Lloyd in "Professor Beware" (*Roaring farce*).

RIALTO. Joan Crawford and Spencer Tracy in "Mannequin" (*New York Drama*).

***ROMA.** Leni Riefenstahl's film of the Olympic Games (*Shortly*).

***STUDIO.** "The Arena of Life" (*German circus film*). Shortly Pola Negri in „The Holy Lie".

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

ŚWIATOWID. Reopening shortly with "Marco Polo"

VICTORIA. Bodo and Dymsza in „Paweł i Gaweł" (*Polish Comedy*).

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

THEATRES AND MUSIC

ATENEUM. Closed.

CYRULIK WARSZAWSKI. "Naokoło Cyrulika" (Musical 7.30 and 10.)

FILHARMONIA. Closed.

KAMERALNY. "Too Large a Family".

KONSERWATORIUM. Closed.

LETNI. "Jean."

MAŁE QUI PRO QUO. Closed.

MALICKIEJ. "On The Radio" (Musical)

MAŁY. "Dame Nature".

NOWY. Closed.

NARODOWY. "l'Habit Vert".

OPERETKA 8.15. The Gipsy Princess (Musical)

POLSKI. "Soubrette".

TEATR WIELKI — OPERA. Closed.

WIELKA REWIA. "Dla Ciebie Warszawo" (Musical 7.30 and 10.)

EXHIBITIONS

I. P. S. "Polish Weaving"

ZACHĘTA Matejko Exhibition.

HOSPITAL EXHIBITION, Al. Niepodległości.

BRITISH PASSPORT CONTROL OFFICE

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

No. of certificate	NAME	Age	Category	Last date of visa	Admission to Palestine not later than:	Address
109533	MILGROM Betty	17	B/3	23.9.38	30.9.38	Warsaw
109707	GELBARD Dawid	16	"	"	"	Śródmiejska 48, Łodz
109708	EJCHLER Jankiel	17	"	"	"	Chorzele
109709	AJZENBUD Dyne	15	"	"	"	Pilsudskiego 25, Nieświez
109710	WAJSBORT Mendel	17	"	"	"	Malachowskiego 9, Będzin
109711	DAWIDOWICZ Harry	16	"	"	"	Narutowicza 6, Łódz
109712	LITWIN Lejb	17	"	"	"	Śródmiejska 57, Łódz
109713	GOLDSZTEJN Abram	17	"	"	"	Gęsia 4, Równe
109714	KARELIC Sara	15	"	"	"	Al. 1-go Maja 18/16, Łódz
109715	FREUNDLICH Laja	15	"	"	"	Żółkiewska 197, Lwów
109716	KELMAN Natan	17	"	"	"	Jezierna, pow. Zborow
109718	SZULMAN Cyrla	16	"	"	"	Włocławek Królewicka 20 m. 10
109719	MACHTEJ Leja	16	"	"	"	c/o D. Borowski
109720	MACHTEJ Codok	16	"	"	"	ul. Makowa 22/1, Wilno
109721	LIKWORNIK Moses	16	"	"	"	Mizocz — Wołyn
109722	BZURA Aron	17	"	"	"	Grodzka 9, Płock
109723	LESKRKIEWICZ Maks	17	"	"	"	Rynek 25, Nowy Targ
109724	KACENELSON Hirsz	16	"	"	"	ul. Podolna 9, Mir
109725	SOSNOWSKI Rafal	17	"	"	"	Tumska 9, Włocławek
109726	PAWLOWICZ Abraham	16	"	"	"	ul. Pilsudskiego 38/5, Warta
109729	GOLICKA Dwojra	18	"	"	"	Siedlce
109737	CHELIMER Sara	27	"	"	"	c/o Zajdler, 49 Pilsudsk.Łódz
114323	BIEGELAJZEN Gedalja	25	B/3			Pomorska 141, Łódz
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F.2406	f. 99 SZAFIR Dawid	62	G	—	30.6.39	Pawia 40, Warsaw
F.2406	f. 100 HOCHMAN Szlama	37	G	—	30.4.39	Gęsia 35a/54, Warsaw
F.2406	f. 101 LEWI Estera	49	H	—	17.2.39	18 Srodmiejska, Lodz
F.2412	SOKOLOWER Abraham wife and two children	—	A	23.9.38	30.9.38	Orlowo, Gdynia, Poste Restante.
109739	BLAJBERG Jarachmil	15	B/3	30.9.38	31.10.38	al. Iliecka 16/2, Ostrowiec k/Kielc
109740	MALEWICZ Chaja	14	B/3	"	"	Bonifraterska 7, Grodno
109753	WAJNBERG Ela	15	B/3	"	"	Pulaskiego 11, Siedlce
109754	SZTEJNMAN Dwojra	15	B/3	"	"	Poreca 44, Pinsk
109755	KOLODNA Nojma	15	B/3	"	"	Pilsudskiego 66, Pinsk
109756	FAJNGOLD Szama	15	B/3	"	"	Sienkiewicza 67, Siedlce
109757	CHABANSKI Szaja	15	B/3	"	"	6-go Sierpnia 33, Lodz
109761	FRIEDMAN Sara	14	B/3	"	"	Krakowska 141, Katowice
109764	LEWINSKA Dora	17	B/3	"	"	Legska 53. Wloclawek
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109766	SZKLOWER Aron	16	B/3	"	"	3go Maja 30, Wloclawek
109789	TURKIEWICZ Hesia	18	B/3	23.9.38	30.9.38	Pinsk
109788	DOBRUSZYN Rachela	20	B/3	23.9.38	30.9.38	Dawidgrodek k/Pinska
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F.2406	f.102 HAUSMAN Icek Sheva	62	G	—	31.5.39	99, Traugutta, Pultusk
F.2406	f.103 MENKUS Cypa Nathan	52 31 6	G	—	23.8.39	9, Miła, Warsaw
F.2404	f.31 PIWNICA Boruch	23	G	—	30.9.38	Warsaw
F.2406	f.27 HEYMAN Josef	50	G	—	30.9.38	10, Bagatela, Warsaw
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