

# THE WARSAW WEEKLY

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4th YEAR

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No. 25

## Mr CHAMBERLAIN'S BROADCAST SPEECH

On 27th September

I must first say something to those who wrote either to my wife or to myself during these last few weeks to tell us of their gratitude for my efforts and to assure me of their wishes for my success. Most of these letters came from women, mothers or sisters of our own countrymen but there are countless others besides from France, Belgium, Italy and even from Germany. It has been heart-breaking to read of the growing interest they reveal and of the intense relief when they felt too soon that the danger of war was passed. At this moment I see nothing further I can usefully do in the way of mediation. How horrible, how fantastic and incredible it is that we should be digging up trenches and trying on gasmasks because of a quarrel in a faraway country between people of whom we know nothing.

It seems almost impossible that a quarrel already settled in principle should be the subject of war. I can well understand the reasons why the Czechoslovak Government felt unable to accept the terms put before them in the German memorandum. I feel after my talks with Herr Hitler that if only time were allowed it should be possible for arrangements to be made. You know already that I have done all that one man can do to compose this quarrel. After my visits to Germany I realise vividly how Herr Hitler feels he must champion the cause of Germans. He told me privately and repeated last night that after the Sudeten question has been settled that is the end of Germany's territorial claims in Europe. After my first visit to Berchtesgaden I did give the sense of the Czechoslovak Government's proposals which gave the substance of what he wanted and I was taken completely by surprise to learn when I got back to Germany that he insisted that the territory should be handed over immediately and immediately occupied by German troops. I must say I find this attitude unreasonable. If it arises out of any doubt of Herr Hitler's ability to get the Czechoslovak Government's intentions to carry out their promises and hand over the territory, I offer on behalf of the British Government a guarantee of their words and I am sure that the value of our promise is not underrated anywhere. I shall not give up hope of a peaceful solution or effective efforts for peace as long as any chance for peace remains. I will not hesitate to pay even a third visit to Herr Hitler if I felt it would do any good, but at this moment I see nothing further I can usefully do in the way of mediation.

Meanwhile there are certain things we can and should do at

home. Volunteers are still wanted for air raid precautions, fire brigades, police services and territorial units and I ask men and women alike to offer their services. Do not be alarmed if you hear of men being called up to man anti-aircraft defences or ships. These are only precautionary measures such as the Government must take in times like these, but they do not mean necessarily we are determined on war or that war is imminent.

However much we must sympathise with a small nation confronted by a big powerful neighbour we cannot in all circumstances undertake to involve the whole British Empire in war simply on her account. If we had to fight it must be on larger issues. I am myself a man of peace to the depth of my soul. Conflict between nations is nightmare to me, but if I were convinced that any nation had made up its mind to dominate the world by fears of its force I should feel that it must be resisted. In such domination the life of people who believe in liberty would not be worth living. But war is a fearful thing and we must be very clear before we embark on it that it is really great issues that are at stake and the call to risk every-thing in that defence when all consequences are weighed is irresistible. For the present I ask you to wait as calmly as you can for the events of the next few days. As long as war has not begun, there is always hope that it may be prevented and you know I am going to work for peace till the last moment.

As we go to press — Thursday 29th September — Mr. Chamberlain, Monsieur Daladier, Herr Hitler and Signor Mussolini are meeting at Munich in a final endeavour to avert war. As Mr. Chamberlain left Heston Airport this morning he said: "Out of this nettle, danger we pluck this flower, safety". May he be right.

### CENTENARY OF THE L. M. S.

The centenary of the London Midland and Scottish railway, one of the four great British railway companies, was celebrated this week.

It is true that the London and Birmingham line, the direct ancestor of the L. M. S., was not the first railway. But it was the first link in that complex system connecting the capital with the provinces, which was to make old provincial England a much more compact whole.

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## The Polish Elections

The dissolution of both the Houses of Parliament by a decree of the President, based on art. 13 of the Constitution, came as a surprise to many people, though there have been many reasons which made such a move likely.

The parliament dissolved on September 13-th was elected three years ago and it had another two years to run, as the new Constitution fixes at five years the term of life of a parliament. By recently electing as its Marshal, or Speaker, Colonel Sławaek, the parliament manifested its attachment to the political tendencies of three years ago, that is the time of its election.

The creation of the National Unity Group — The OZN — by Col. Koc under the auspices of Marshal Smigly-Rydz and the President himself, considerably changed the political situation in Poland. The new group, though directed by ex-legionaries and members of the closer circle of Marshal Pilsudski's men, admits and even invites collaboration from other quarters.

It has struck a new conciliatory note by suggesting that all good Polish patriots, irrespective of whether they have had the privilege of serving in the Legions or not, have the right and the duty to participate in the direction of public affairs. This attitude was different from the exclusivity advocated by Col. Sławaek.

It seems natural that the President, endowed by the Constitution with very wide political rights, desired to test the present public feeling of the country. It was clear that the parliament represented no longer the Poland of to-day, but rather that of three years ago. A new election is the only means of finding out what are the present trends of public opinion.

The date of the election to the Sejm, has been fixed at November 6-th and that of the election to the Senate at November 13-th. Only a relatively short period of time is left at the disposal of the political parties, which are already preparing actively for the election.

The OZN, which was the largest party in the last parliament, though it was elected before its creation, has probably more chances of success than any other party. The policy of the Group is based on moderate nationalism, a radical attitude towards social problems and a particular care for national defence.

With regard to the Jewish question, which is in Poland a kind of testing stone for nationalism, the "OZN" takes a moderate attitude. It admits that the presence of Jews in Poland in very large numbers is undesirable and that emigration should provide a solution of the problem, but it is opposed to any form of violence or injustice to the detriment of the Jews. (ATE)

## Mr Roosevelt's Telegram to Herr Hitler

I desire to acknowledge your Excellency's reply to my telegram of the 26th September. I was confident you would coincide in the opinion I expressed regarding the unforeseeable consequences and incalculable disaster which would result to the entire world from the outbreak of an European war. The question before the world to-day, Mr. Chancellor, is not a question of errors of judgment or injustices committed in the past. It is a question of the fate of the world to-day and to-morrow. The world asks of us who this moment are the heads of nations the supreme capacity to achieve destinies of nation without forcing upon them as a price the mutilation and death of millions of citizens. Resort to force in the Great War failed to bring tranquility. Victory and defeat alike were sterile. That lesson the world should have learnt. For that reason above all others I addressed on the 25th September an appeal to Your Excellency, Benes, Daladier and Chamberlain. The points I sought to emphasise were, first that all matters of difference between the German Government and the Czech Government should be settled by pacific means and, second, that threatened alternative of use of force on scale likely to result in general war is an unnecessary as it is unjustifiable. It is therefore supremely important that negotiations should continue without interruption until a fair constructive solution has been reached. Whatever existing differences may be and whatever their merits be — and upon them I do not need to undertake to pass judgment — my appeal was solely that negotiations should be continued until a peaceful settlement was found and that thereby resort to force would be avoided. Present negotiations still stand open. They can be continued if you give the world the word. Should the need of

supplementing them become evident, nothing stands in the way of widening their scope into a conference of all nations directly interested in the present controversy — such a meeting to be held immediately — in some neutral spot. My conviction on these two points is deepened because responsible statesmen have officially stated that agreement in principle had already been reached between the Government of the German Reich and the Government of Czechoslovakia, although the precise time, method and detail of the carrying out of that agreement was again at issue. The conference would offer an opportunity for this and correlated questions to be solved in the spirit of justice and fair dealing and in all human probability with greater permanence. In my considered judgment and in the light of experience of this century, continued negotiations remain the only way whereby the immediate problem can be disposed of upon any lasting basis. Should you agree to a solution in this peaceful manner I am convinced that hundreds of millions throughout the world will recognise your action as an out-standing historic service to all humanity. Allow me to state my unqualified conviction that history and the souls of every man, woman and child whose lives will be lost in a threatened war will hold us and all of us accountable should we omit any appeal for its prevention. The Government of the United States has no political involvements in Europe and will assume no obligations in the conduct of recent negotiations. Yet in our own right we recognise our responsibilities as part of a world of neighbours. Conscience and the impelling desire of the people of my country demand that the voice of their government be raised again and again to avoid war

### POLAND RESIGNS FROM LEAGUE COUNCIL

The Polish delegate to the 19-th session of the Assembly of the League of Nations, Dr. Komarnicki, notified the President of the Assembly that Poland has no intention of standing for re-election to the semi-permanent seat on the Council which she has been occupying since 1926.

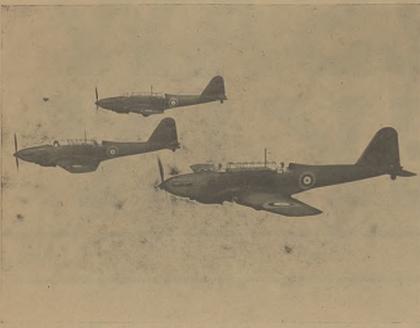
The decision of Poland surprised no one, as already the winding up of the Polish permanent delegation in Geneva was a symptom of the decreasing interest of Poland in the Geneva institution. (ATE)

### POLAND WINS GORDON BENNETT TROPHY

The Polish balloon pilots have won for the fourth time the Gordon Bennett Trophy. Capt. Janusz, in the balloon "LOPP" landed in Bulgaria, after covering a distance of about 1600 kilometres from Liège, the starting point.

The balloon "Warszawa II" piloted by Mr. Krzeczowski, landed in Roumania and took the second place with a distance of 1470 km. The third place was taken by France, with the "Mallet" piloted by Dollfus. The Belgian balloonist, Demuyter, considered the principal rival of the Poles, took the fourth place, with a distance of 1360 km. (ATE)

# TRANSPORT NEWS



British bombers exercising.

## A WEEK OF BRITISH FLYING NEWS

Eight new flying-boats, "modified" versions of the famous Short four-engined Empire class which have contributed so largely to the initial success of the Empire air mail scheme, are rapidly being prepared for service. First of the new fleet, "Champion", is ready for launching, and "Cabot", scheduled for an Atlantic flight this autumn is to follow closely after. Remainder of the fleet are planned to emerge from the Short factory at Rochester at fortnightly intervals.

Each of these new boats has been strengthened to take increased loads in comparison with the standard Empire flying-boat which has a ton weight of 40,500 lb. "Champion", equipped with four Bristol Pegasus Xc engines, each of which develops a maximum output of 920 h. p. for take-off, has a top weight of 46,000 lb. "Cabot" and the rest are fitted with four Bristol Perseus XIIc 9-cylinder radial sleeve-valve commercial engines developing 890 h. p. at 7,000 feet. These craft are strengthened to fly a maximum weight of 53,000 lb. All except "Champion" are equipped with special mechanism enabling refuelling in mid-air from a "tanker" aeroplane.

Appearance of the eight new flying-boats, coupled with other large airliners also ordered for Imperial Airways, will enable widespread extensions of British air services on both European and Empire air mail routes. So popular has the mail scheme proved that many of the services have already had to be duplicated. Double schedule has had to be introduced for several week-ends ahead as far as the Near East and even India, after which lightened loads permit, a resumption of normal schedule. Bookings, however, by passengers and increase in mail loads show no signs of slackening off. Whereas the original scheme called for two service on the Singapore-Sydney section it has been found necessary to add a third.

## NEW ALL-METAL AIRLINER

Swift progress in the production of the new de Havilland D. H. 95 all-metal commercial monoplane airliner is revealed in the announcement that the engines are to be installed this week. The D. H. 95 was foreshadowed in the 1938 Air Estimates issued earlier this year in which two sizes of airliner of medium capacity were proposed. In accordance with pressing demand the de Havilland company decided to produce an all-metal craft which would permit commercial air lines throughout the world to introduce to their

services a fast and economical British monoplane incorporating the latest ideas in design and construction.

## HIGH PERFORMANCE

Passenger accommodation is for 12 or 18, baggage space varying respectively from 240 cubic feet to 80 cubic feet. Cruising speed is calculated to be well in excess of 200 miles an hour. High performance is indicated by the fact that, carrying a disposable load of 5,000 lb., the machine will be able to climb to a height of more than 1,500 feet from sea-level in a minute. Speeds will approximate those of the de Havilland Albatross which has a cruising speed of 212 m. p. h.

## SPEED RECORD "DOUBLE"

Speed dual between two ace drivers, by which Captain G. E. T. Eyton's world record in "Thunderbolt" was eclipsed by John Cobb's Napier Railton which, in turn, was beaten a day later by "Thunderbolt", has resulted in a new land speed record of 357.50 m. p. h. for two runs over the measured mile at Bonneville Salt Flats, Utah. "Thunderbolt's" new record was in part due, experts consider, to the fitting of a bullet-shaped nose over the radiator in order to perfect streamlining and removal of an over-large stabilizing fin, both these improvements being in accord with aerodynamic design theory and practice.

So close was the friendly rivalry between these British racing drivers — both endeavouring to bring fresh honours to the engineering masterpieces entrusted to their sure hands — that the loser emerges with as much credit as the winner. "Thunderbolt" set the pace by smashing its own previous record of 312.2 m. p. h. with amazing speed runs averaging 345.49 m. p. h. over the Flats. This success was challenged within a few days by the Napier Railton which became speed king for literally only a day with an average of 350.20 m. p. h.

## SIX MILES A MINUTE

Meanwhile hurried alterations to the bodywork enabled Captain Eyton to regain the victor's laurels with an average speed of 357.50 m. p. h., incidentally justifying his earlier statement that "Thunderbolt" had not been full out at 345.49 m. p. h. Fear that the tyres would not be able to stand up to the terrific strain made him hold in check the two Rolls-Royce "R" engines which provide power. An even higher speed may be returned by both cars after the technicians have consulted on possible improvements.

## SPEED-BOAT RECORD DASH

Almost coincident with the outstanding success of the "R" engine in America, Sir Malcolm Campbell brought a further success to this highly efficient nit by setting up a new world water speed record in his racing craft "Bluebird". Fitted with one "R" engine this speed-boat made two runs on Lake Hallwil, near Lucerne, at an average speed of 130.86 m. p. h.

## ROBOT AIRCRAFT

A three-week non-stop programme of gunnery practices during daylight hours by warships of the Home Fleet now in Scottish waters emphasizes the training value of the robot or pilotless aircraft which are to be used as targets. Launched by catapult and radio-controlled during flight by an observer positioned in the safety zone, Queen Bee aircraft enable naval gunners to undertake realistic gunfire practice under peace conditions and without danger to personnel. Great interest centres on these practices which, contrary to popular belief, are not invariably directed to the destruction of the robot plane in flight, cost of the machines and the delays occasioned whilst awaiting replacements if the targets are hit form the main objections to aiming for a direct hit. Provided the gunners are able to "straddle" the target — that is to range guns to fire shells bursting on either side of the target — the object of the exercise is deemed to have been fulfilled.

Use of robot aircraft has made big advances since their introduction a few years ago. Growth of air power has placed many fleets in a position of having to face many forms of aerial attack at sea. Alternatively it may be desired to shoot down or drive away by gunfire reconnaissance planes which are "shadowing" the movements of the surface craft. To provide real-life targets for exercises simulating one or other of these war conditions Queen Bee aircraft were evolved. These craft are biplanes built by the de Havilland company on similar lines to the Tiger Moth trainer. Construction differs in that wood is more extensively used to enable Queen Bee aircraft that have been shot down to be salvaged as they float on the sea surface.

The machine has two cockpits. One is open and can be quickly fitted out for flying by a human pilot. The other, decked in, retains the secret mechanism which makes the machine responsive to the control of a remote operator. Engine throttle is able to be operated from any distant battery — on shore or afloat — and the Queen Bee is available as a landplane or a seaplane. Approximate range of radio control is 10 miles. Endurance is sufficient to permit time for several gunnery practices by a number of ships in the stern to be made during one flight. H. M. S. "Argus", due to join the Home Fleet at the beginning of next month, has in her complement several Queen Bee aircraft which, powered by Gipsy-Major 130 h. p. air-cooled engines, have an economical cruising speed of 90/100 miles an hour.

## FASTER SERVICES

At the inauguration of the Empire air mail scheme it was stated that as experience in operating the mail routes was gained services might be accelerated on some sections by as much as 50 per cent. Night flying by fast Ensign airliners was considered one means of speed-up. To this end erection of night beams along the Bombay-Karachi section is rapidly nearing completion.

## THE "QUEEN ELIZABETH"

On Tuesday, September 27, the great Cunard-White Star transatlantic liner, *Queen Elizabeth*, was launched from the yard of John Brown & Co., Clydebank, and some time in 1940 she will make her maiden voyage. She will be 1,030 ft. long, compared with the 1,020 ft. of the *Queen Mary*, while her gross tonnage will be approximately 85,000, against the *Queen Mary's* 81,235.

Progress made in the world of naval architecture and marine engineering during the four years which have elapsed since the *Queen Mary* was launched is reflected in the profiles of the two vessels. In fact, externally, the *Queen Elizabeth* can hardly be called the *Queen Mary's* sister, but rather her "companion".

A striking difference is that in the *Queen Elizabeth* there are to be only two funnels compared with three in the earlier ship; a change which means a more generous allowance of deck space and promenades as well as passenger accommodation. The funnels themselves are to undergo a transformation in that all the guys, stays, steam pipes and other rigging will be concealed inside the funnel casings.

Also the *Queen Elizabeth* is to have three anchors against two in the *Queen Mary*. The additional anchor is to be installed in the centre of the bow to facilitate anchoring at Southampton and New York. This has necessitated a new shape of bow with greater rake than the *Queen Mary's* to ensure the anchor falls clear when manoeuvring, so that the *Queen Elizabeth* will be over 10 ft. longer than her "companion" ship.

Another feature of the new ship is the absence of a break in the hull forward, known as the well deck, in favour of a flush main deck resulting in graceful lines from bow to bridge.

The *Queen Elizabeth* will be driven by a system of Parsons' single reduction geared turbines. Each of the four propellers, weighing 32 tons apiece, will be driven by an independent set of machinery comprising a large gear wheel operated by four turbines. Each gear wheel will be about 14 ft. in diameter.

The *Queen Elizabeth* will have 29 public rooms, several of which are to be air-conditioned.

Cabin-class accommodation will include a veranda grill on the sun deck and a range of nine rooms on the promenade deck comprising a specially equipped theatre, a garden lounge, observation lounge, children's room, library, salon, lounge, studio and writing room.

Public rooms for tourist-class passengers include a smoking room, cocktail bar, drawing room, library (promenade deck), and children's play-room and lounge (main deck).



An Imperial Airways Liner loading at night.

## EXTENSIONS UNDERGROUND

One of the greatest difficulties encountered by modern transport companies serving the public is that of dealing with the "peak load", which occurs at the time when large numbers of people are travelling to or from their work. The increased intensity and speeding up of traffic necessary to accommodate travellers in these "rush hours" means that the transport system must be adequate for a traffic capacity very much greater than the average during the day. An interesting example of the development of the "peak load" is afforded by that of the London Passenger Transport Board's Underground Railway, which was originally designed to carry people in central areas of London where the congestion of surface traffic was greatest. With the enormous development in suburban life, the Underground Railway has had to extend its services from the narrow confines of central London to the open country thirty or forty miles out, and enormous numbers of business people are carried between eight and nine o'clock in the morning and five and seven o'clock in the evening.

To cope with this traffic, the Board are spending £45,000,000 during the five years ending 1941 in extending their lines, enlarging the number and size of stations, and increasing the number of carriages available. At present work is in hand on forty-five of the Board's stations; on the Bakerloo line alone thirty stations will have platforms lengthened, thus enabling longer trains to be run at ninety-second intervals. The services in the small but busy area covered by the "City" of London, which already run at the rate of thirty-six seven-car trains per hour, will be speeded up to thirty-eight eight-car trains per hour, and increased speeds will necessitate the rebuilding of existing tunnels to a standard of eight times as accurate as the original specifications. A complete station at Aldgate East will be removed two hundred yards from its present site at an estimated cost of £1,900,000, in order to allow a freer passage for through trains during the rush hour.

A coloured map showing these extensions will be supplied free on application to the Editorial offices at Sewerynow 4.

The third-class accommodation will be on a scale never previously attempted in an Atlantic liner. All the staterooms will have hot and cold water laid on, together with modern lighting and ventilation. The public rooms extend over four decks and include sun lounge, winter garden, cinema, lounge and smoking room.

Other statistics regarding the *Queen Elizabeth* are: Length of promenade deck, 724 ft.; breadth, 118 ft.; depth (to top of lounge structure), 120 ft.; number of decks, 14.

## THE BRITISH ARMY IN TRAINING



The Royal Artillery at work

There can be no comparison between the manoeuvres now taking place in Hampshire and the "mass mobilization" exercises of some European countries. In Great Britain only selected units of the Regular Army are engaged, there is no 'calling up' of reservists, and the work done can be better described as annual field training.

These exercises have been designed to give young officers experience in command, most of the 'battles' being fought between small detached units. They are also useful in testing mechanical equipment and tanks. Mobile artillery and fast moving infantry have played the leading parts in most schemes.

All ranks of the army thus have an opportunity to assume command. A company commander may, by prompt movement of his men, alter the entire situation, and detached machine gun posts, under a sergeant, have often proved of considerable importance.

The most striking feature of the British exercises is the almost total banishment of the horse, every branch of the army is now 'mechanized' to some degree. It is true that infantry still march, but they are carried by mechanical transport to the fighting zone, and much of their equipment has found a permanent home in the regimental transport. Famous cavalry regiments now carry out their old duties as light tank squadrons and what used to be called the 'cavalry spirit' is not lacking in this new setting. Artillery has achieved a speed of movement undreamed of a few years ago, while the new type Bren Gun Carriers are capable of bringing a tremendous reinforcement of fire power to a threatened sector at a speed of almost 50 m. p. h.

As might be imagined, keeping pace with such an army is a difficult task, but in the course of a two-day tour, an observer is bound to meet troops of every arm engaged in different exercises. Along the banks of the river Itchen, infantry were fighting a delaying action against "enemy" troops. Near Sutton Scotney a raiding party of tanks and mechanized artillery were attempting to break through the Brigade of Guards, and in more open country whole divisions of troops were on the move.

Perhaps the most interested spectators have been the Military Attachés from the London Embassies, who spent a day as the Army's guests near Winchester. Judging from their comments, they were impressed by the speed of the mechanized divisions, the excellence of the new equipment and the unflinching good humour of the troops engaged.

This good humour is, of course, one of the proudest traditions of the British private. Soldiering is his job and he realises that the

more experienced his officers become, the better he will be led and cared for in the future. Knowing this, he carries on in the Hampshire rain without complaint. History is full of battles that have been won through experience gained on peace-time field-days.

Certain useful 'lessons' may be drawn from these exercises even by an outside observer. The mechanized fighting troops, tanks and converted cavalry, show a high state of efficiency; signalling between units has been greatly developed and the drivers show great skill combined with a natural eye for cover. This last virtue is shared by all motorized troops, but the tanks, perhaps because of their design, excel in hiding themselves in what appears to be completely open country.

Co-operation between all branches of the service is another impressive feature of these exercises. Jealousy between the man on foot and the man on horseback has vanished and loyalties that once were given to a single corps now include all wearers of the King's uniform. This co-operation also extends to the Air Force, and planes have played a leading part in all tactical schemes. Indeed the Air Force seems to be working on the theory that 'army-cooperation', artillery spotting and scouting, is one of the most important of their duties.

Should war come, it is quite possible that mechanized force might counter mechanized force in a major tank-against-tank battle the losses would be heavy. On the other hand machine power behind the lines, transport, ammunition carriers, rations and rapid artillery movement, would play a tremendous part in battle. In this field, Great Britain has reserves far beyond those of other major powers, and need not worry about the present size of her army.

There are two ways of measuring the armed strength of a country, by counting bayonets, or by comparing quality. By standards of discipline, training, equipment, fire power, mobility and material reserves, the British Army can stand comparison with any force in the world—and behind the army stand, the reserves of an Empire which is incalculable by any standards known to man.

### THE NATIONAL COUNCIL OF SOCIAL SERVICE

Great Britain has a system of statutory social services which is impressive even in these modern progressive times. Compulsory insurance for workers against unemployment and illness, clinics for numerous diseases, measures which ensure the welfare of schoolchildren and assist them to keep fit through their future adolescent and adult

## AUSTRALIAN LETTER

This month saw the breaking of the drought which had been seriously endangering the prosperity of the eastern states. When rain did come, it went to as great extremes as previously the dry weather had done, some places had as much as 17 inches in a few days, and many rivers on the east coast flooded, causing flood waters to break dams and overflow causing serious damage. Sydney had been reduced to great straits for water, and rigid restrictions had been placed upon consumption.

New South Wales has recently been the scene of an interesting conference of State Premiers, who came together to discuss the needs of their different states and to hear from each other the various ways in which kindred problems had been met elsewhere.

This week should see introduced into the Federal Parliament at Canberra a Budget providing for social services and defence on a scale which will lead to an increase in taxation of £400,000, which is said to be "only the beginning". Defence will probably amount to £210 per head, as compared with England's £7.

The main interest of the present is however the Empire Relations Conference at present in session at Lapstone. This is one of a series, of which the last took place in Canada in 1934, aimed to unify the policy of the various parts of the British Empire, and to acquaint other sections of the Empire with the needs and special problems of the outlying sections. As Lord Lothian, one of the British Delegates phrased it the other day, Australia faced with the problem of the defence of the Pacific, was fitly chosen to show its contribution.

Many important papers are to be read, and vital matters will come up for discussion.

One interesting point already stressed has been the fact that Ireland would be with Britain in the event of a war. Ireland, it was pointed out, was not a small country but a great spiritual empire with its people in all parts of the world, and that it was wanting to be on the side if the British Commonwealth.

Australian matters also discussed were Australia's mandate in New Guinea. It was said that one question to be answered in considering this problem would be whether a German Colony north of Australia would be a menace or a possible means of defence. The general opinion about handing back New Guinea would depend on the action of other mandatories in handing back their territories.

New Zealand and Samoa, trade relations between New Zealand and Australia and the difficulties of Canada's position were also discussed.

years, assistance to mothers—these are a few of the manifold services available to the public. But apart from such statutory services, official assistance is also available for the vast amount of private and voluntary effort which aims at strengthening and enriching communal life. A National Council of Social Service was set up twenty years ago with this end in view, and this body has just issued its eighteenth report.

The objects and methods adopted by the Council are very diverse, but its chief function is to assist private individuals and groups who are endeavouring to foster any branch of social service and to assist them with grants and interest-free loans, advice on lectures, classes, the enlistment of

## LONDON LETTER

by "The Londoner"

### Prince Arthur of Connaught.

The death of His Royal Highness, Prince Arthur of Connaught, on Monday, September the 12th, had long been expected by his friends, who had appreciated the gravity of his state of health. It removes one of the most unobtrusive, and at the same time hard-working, members of the Royal Family.

Prince Arthur, like his famous father, the Duke of Connaught (who, despite his 88 years, is well and remarkably active) was a soldier.

But he will be remembered principally for the many missions which he undertook on behalf of his first cousin, King George V, and his uncle, King Edward VII.

Indeed, while King George V's sons were still children it fell very largely to Prince Arthur to relieve the strain on King George V by taking over many of his public duties.

### Royal "Understudy".

Prince Arthur was an excellent after-dinner speaker and had a keen sense of humour. He once had a "trade card" inscribed with "Royalties understudied at the shortest notice" at the bottom.

He was a Londoner, and often declared his passionate love of that strangely attractive city. In a speech he once said, "Many of you who have lived away from your native land, as I have, must have felt that you never really got home until you saw and smelt dear old London".

### 100,000 GLASGOW SCHOOL CHILDREN TO VISIT EXHIBITION

Every school child, every unemployed man and woman, and every old age pensioner in Glasgow may have an opportunity of visiting the Empire Exhibition at least once, in the opinion of Glasgow's ex-treasurer, Councillor P. J. Dollan.

Part of this ambition will be realised when 100,000 school children, who have never yet seen the Exhibition, will be taken there shortly as the guests of the Corporation.

After if an agreement can be reached between the Corporation and the Exhibition authorities with regard to special admission rates, 100,000 unemployed will be similarly treated, the cost being defrayed out of the Common Good Fund of the City of Glasgow.

"There is no difficulty," said Mr. Dollan today, "in the way of any local authority following the lead of Glasgow. The Exhibition is an education for the youngsters, and the Department of Education will regard favourably any expenditure incurred in this way. The total attendance of 12,000,000 hoped for would be far exceeded if during the remaining two months every town organised a mass excursion to the Exhibition.

duly qualified personnel, and any other questions which may cause them difficulties. Frequently assistance has been given for the revival of traditional industries; for example, blacksmiths who have been displaced by mechanisation of farming have been put in touch with markets for ornamental wrought-iron, and Sussex basket-makers are now enabled to sell their wares throughout all England instead of only locally.

The most noteworthy feature of the Council's report is, however, the progress of the "Community Centre" scheme. A Community Centre is virtually the centre of local voluntary social service, and is run by the people of the district themselves, although the assistance of the local authorities may be sought.

## Indian Princes Chiavarly

"My Sword for His Majesty"

At the darkest moment of the international crisis, when the issue of peace or war seemed to be in the balance, the Viceroy of India received an eloquent and chivalrous reminder of the unity of the Empire in times of danger. This was a telegram from the Maharajah of Bikaner, the 58-year old ruler of 10,000,000 Indian subjects, whose armed forces gave magnificent service to the Allies in Egypt and Palestine during the Great War. The Maharajah himself saw active service in France and Egypt.



The Maharajah of Bikaner

The telegram read:

"I have been closely following with deep concern the war clouds that have been gathering in Europe and recent developments leading to the present critical international situation, and in the event, God forbid, of war in which Great Britain may be compelled to enter, I take this earliest opportunity of placing unreservedly at His Imperial Majesty's command my own sword and the services of my troops and the entire resources of the Bikaner State.

"It has been the proud privilege of my House and of my State never to have wavered in rendering the utmost possible loyal service to the British Crown at all times, in war and in peace, and I and my subjects are ever prepared to shed the last drop of our blood for His Imperial Majesty.

"My army, though small in numbers, is ready to proceed wherever required at a moment's notice, and eagerly solicits the honour of once again fighting for His Imperial Majesty should war unhappily break out.

"Although not as young as in 1914, or in as good health, and although various important matters, including the agricultural situation due to insufficient rainfall, may not render it possible for me to stay away from my State for an indefinite period, I would earnestly beg that I, too, may not be left inactive in India, and that I may once again be afforded an opportunity to fight for my beloved Emperor.

"The proven loyalty of the Princes and people of the Indian States has no price, nor is it a matter for bargain or barter.

"Gravely anxious as the present times are in certain directions for the Indian States, I can conceive of no greater mistake being made by anyone in India, Europe or elsewhere than to imagine that the Princes of India will not again rally round their gracious Emperor."

Since the publication of this fine message, twelve other leading Indian princes have placed their services, persons and States unreservedly at the disposal of the King-Emperor in the event of war.

# THE SCOTS IN OLD POLAND

By Dr. Waclaw Borowy

See "The Warsaw Weekly" June 1, 1935.

## II

The legal position of the Scots in Poland differed according to whether they were settled in towns or carried on an itinerant trade. There was no pressure on the part of the State to naturalize them, and large numbers of them for quite a long period considered themselves subject to the King of Scotland. The wandering Scottish hucksters were on the whole allowed to exercise their commerce freely on payment of a tax which in 1564 (i. e. in the earliest tax receipt in which they are mentioned) was fixed at Zl. 1 a head, but which gradually rose. First a special supplement was added for any horse they used in transporting their goods. Later on, it was not only a poll-tax and a horse-tax, but also a charge on wares (or baskets in which they were carried). The difference is quite considerable when we compare e. g., the status of 1564 with that of 1629. Their business must have increased by that time accordingly. Of course, they met with difficulties from merchant guilds. Wandering Scots were often resented as undesirable competitors to local traders. The constitutions of the diet of 1565 describe them as people who injured the towns and did not help the crown. They used to be accused of smuggling, of keeping unlicensed shops in their homes, of ruining fairs by previous journeys in the neighbourhood, and so on. Consequently, certain limitations were imposed upon them and various obstacles were put in their way (e. g. they were forbidden, to arrange stalls in certain places). This, of course, did not concern the settled burgesses who, being admitted to the rights of the towns, had the same duties and privileges as any other of their citizens. It is true, that the Polish townsfolk were by no means a privileged class in the State. Wandering Scottish traders who might be subjects of offence to injury could lay their complaints before the King of Scotland, and these appeals resulted sometimes in diplomatic interventions. In the Duchy of Prussia such an intervention led to the appointment of special commissaries for examining Scottish affairs.

In Poland proper Scots were mostly favoured by King Stephen Batory. He appointed eight among them as purveyors to the court who were allowed to follow the King in his travels over the country and trade freely in the capital, being removed at the same time from the sphere of all jurisdiction with the exception of that of the Royal Marshal. This privilege was kept for the Scots, and the court purveyors continued to be appointed from among them until the end of the 17th century (1697), when they began to migrate into the native Polish population.

During the reign of Sigismund III, a dissension arose among the Scots themselves the nature of which does not seem quite clear now. It is probable (as a Polish historian, Dr. Tomkowicz, supposed) that the privileged Scots could not bear illegal competition from their own compatriots, and denounced them. Anyhow, the King ordered Abraham YOUNG, a Scottish officer in his service, to study the laws by which his countrymen in Poland were governed and bring them together and arrange them. The reason adduced in the royal writ is that among the

multitude of Scots in the country there were many "who live licentiously and do not recognize any judges or law courts, neither have they anyone superior over them". As a result Abraham Young was appointed for the Director over all the Scots in the realm.

They were all organized now into guilds or brotherhoods of which there were more than twelve in the country. They had their judges and spiritual elders. The judges met during the fairs and had extensive rights of prosecution and punishment. Appeals could be made to the chief Scottish tribunal which was held once a year, on the feast of the Epiphany, at Torun. The highest judicial authority over them remained, according to Batory's privilege, the Royal Marshal. Every Scot had to belong to some brotherhood and swear to observe its rules. The brotherhoods had to keep special books in which, a. o., all the decrees of the judges had to be entered as well as rules and customs. Thus Scottish autonomy was defined in 1604.

The wars of the 17th century gave the Scots a number of opportunities for distinguishing themselves for enterprise in general, and for provisioning the army in particular. So their old privileges were not only preserved but enlarged.

Those Scots who fled from religious persecutions in their country found in Poland, where in 1573 the principle of religious toleration was established, full liberty for confessing their creed. It was only later on, in the 17th century, when the spirit of Catholic fanaticism began to take the upper hand, that they had to suffer for their beliefs. The town of Poznań, e. g., imposed in 1630 a religious test on its citizens. Similarly painful was the case of one James Paul (1635) who having married a Catholic woman and converted her to Calvinism became therefore subject to the hatred of Catholic intolerants; he was assaulted at a funeral; this developed into a general mêlée in which some fell on both sides; Paul had to return to his native land and to recommend himself there to the charity of his countrymen. A Scottish merchant was attacked in an anti-Protestant riot in Cracow in 1647. But these cases were few in number and sporadic. Scottish clergymen were free to preach their sermons, even to Polish congregations (as was the case of Andrew Malcolm, chaplain to the wealthy noble family of Latański).

It must be remembered that there were some Catholics among the Scots themselves. They chiefly concentrated in the province of Warmia, East Prussia, where the Jesuit college had been founded in Brunsberg. A characteristic anecdote was recorded of a Scottish merchant travelling along a road in that province who remarked that a plough-boy was singing a Scottish tune. His name proved to be Mavor and he had had to leave the country during the anti-Catholic persecutions in the time of Elizabeth. The casual meeting with the rich countryman made his fortune.

(To be continued.)

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## WARSAW STAGES

The TEATR NOWY opened the season with a comedy "BRATNIE DUSZE" (Fraternal Souls) by the late K. H. Rostworowski. This production was intended to commemorate the great dramatist, and it is therefore rather a pity that his poorest play was selected instead of one of his really great dramas.

Although the play is weak, the production prepared by Antoni Cwojdzinski is on a high level. Amongst the cast in the first place Jerzy Roland should be mentioned, this young artist gives an excellent characteristic creation in the role of the prince. He is well supported by Karolina Lubienska and Zofia Niewiaska, also by Franciszek Dominiak and Feliks Zukowski. The sets are by Stanislaw Ciegelski.

The TEATR LETNI chose for the opening of the season a well-known comedy "JEAN" by a Hungarian playwright, Buz Fekete which we already know from the film version entitled "The Baroness and the Butler". Thanks to two splendid actors, Kazimierz Junosza-Stepowski and Stanislaw Wysocka, this comedy gets fresh colours. Jadwiga Zaklicka in the role of the daughter of the house was very good, also Aleksander Zabczynski in the title rôle deserves mention. The stage direction of Teofil Trzcinski was effective.

## MUSICAL SHOWS

The TEATR 8.15 is playing the famous operette "The Gypsy Princess" by E. Kalman, starring in the title rôle one of its finest interpreters Elna Giedst. Zbigniew Rakowiecki has also one of his best rôles, while the others form a suitable ensemble under the direction of Witold Zdzitowiecki.

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THE ECONOMIC STUDENTS' CIRCLE OF WARSAW announces a series of lectures and discussions in English for those desiring to take these examinations. The first lecture will be on October 11th. Enquiries should be addressed to the Circle, c/o The Polish Branch Chamber of Commerce, Plac Napoleona 3, Telephone enquiries 2-81-51 Tuesday, Thursday and Saturday 6 to 7 p. m.

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## CINEMAS

- ATLANTIC. Gorycznaka in "Druga Młodość" (Polish Drama)
  - BALTYK. Maureen O'Sullivan in "Showdown Angel" (War time Drama)
  - CAPITOL. Shirley Temple in "Rebecca of Sunny Brook Farm"
  - CASINO. Bette Davis in "Jezebel"
  - COLOSSEUM. Errol Flynn in "Robin Hood" (Zoll-Bold adventure)
  - \*EUROPA. Jean Gabin in "Quai des Brumes" (French Drama)
  - \*IMPERIAL. Tom Kelly in "The Adventures of Tom Sawyer" (Mark Twain's story)
  - \*PALLADIUM. Danielle Darrieux in "The Rage of Paris" (Comedy)
  - PAN. Barszczyńska in "Pravo do szczęścia"
  - RIALTO. Joan Crawford and Spencer Tracy in "Mannequin" (New York Drama)
  - \*ROMA. Lieni Riefenstahl's film of the Olympic Games
  - \*STUDIO. "Funf Millionen Suchen Einen Erben" (Comedy)
  - STYLWOW. Irene Dunne & Cary Grant in "The Awful Truth"
  - SWIATOWID. Reopening shortly with "Marco Polo"
  - VICTORIA. Bodo and Dymsha in "Pawel i Gawale" (Polish Comedy)
- Starred cinemas play at 5, 7, 9, others at 6, 8, 10.

## THEATRES AND MUSIC

- ATENEUM. "Tartuffe"
- BUFFO. "Porwanie Sabinek"
- CYRULIK WARSZAWSKI. "Naokoło Cyrulika" (Musical 7.30 and 10)
- FILHARMONIA. Closed.
- KAMERALNY. "Too Large a Family"
- KONSERWATORIUM. Closed.
- LETNI. "Jean"
- MALE QUI PRO QUO "Nothing is known"
- MALICKIEJ. "On The Radio" (Musical)
- MALY. "Divorcens"
- NOWY. "Bratnie Dusze"
- NARODOWY. "Habit Vert"
- OPERETKA 8.15. The Gypsy Princess (Musical)
- POLSKI. "Soubrette"
- TEATR WIELKI - OPERA. "Harnasie" "Prince or Słazna"
- WIELKA REWIA. "Dla Ciebie Warszawa" (Musical 7.30 and 10)

## EXHIBITIONS

- I. P. S. "Polish Weaving"
- MUZEUW NARODOWE. Warsaw exhibition.
- ZACHETA. Matejko Exhibition.
- HOSPITAL EXHIBITION. Al. Nie po dlosgosc.
- \*THE CHILD IN POLAND. Exhibition Nowogrodzka 74/76

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109380	BIBES Mejer	17	-	-	-	14 Ostrowa ul. Ostrog
108925	GOLBERG Gita	21	-	23.9.38	30.9.38	Polulanka 15/24, Wilno
108828	ELIASZKIEWICZ Chaja	21	-	-	-	17 Woloszyńska, Wiszniew
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F.2406	1.107 JOSEFBERG Fraja	29	G	-	1.8.39	Cerkiewna 20, Skole
F.2406	1.108 MARGULES Bella	27	G	-	2.8.39	78 Lipowa, Lodz
F.2406	1.109 BACKER Chaim	60	G	-	31.10.38	Sobieskiego 2, Drohobycz
F.2406	1.112 GURMAN Chana	58	G	-	31.12.38	Polulanka
109939	THORN Dawid	18	B/3	30.9.38	15.11.38	Schudnina, Malopolska
109957	SZMERELS Lejb	18	-	-	-	c/o Amiel, Zelazna 54, Biadostek
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109959	WEISZER Dawid	13	-	-	-	Ul. Franki, Drohobycz
109960	OLSZER Pawel	17	-	-	31.10.38	I-go Majaj 19, Lodz
109961	KUBZER Anon	17	-	-	-	Gothelfa 1, Sambor
109962	SILBER Chana	17	-	-	-	Zhorow
112098	PERKAL Josef	16	-	-	15.11.38	Lodz
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