

THE WARSAW WEEKLY

Offices: Sewerynów 4, Warsaw, Poland, Telephone 273-77.
 English Distributors: W. H. Smith & Sons, London
 Subscription rates — zł. 1.75 quarterly, zł. 7.00 yearly.
 Foreign 2/6 or \$ 0.50 quarterly, 10/- or \$ 2.— yearly.
 Postal Cheque Account: 25998. Warszawa
 Post Office Account: 615 Warszawa
 Appears on the 1st and 15th of every month.

4th YEAR

WARSAW, OCTOBER 15, 1938

No. 26

London Letter

by "The Londoner"

The Crisis in London

The war cloud which overhung the Empire has lifted, and nowhere can peace have been more enthusiastically welcomed than in London itself.

But although no one in the country desired a war, the response to the national emergency was magnificent. Recruiting officers for every branch of the fighting services were besieged with applicants. At the War Office the Staff found it quite impossible to deal with the many thousands of men eager to join up.

On H. M. S. President, the training ship of the Royal Naval Volunteer Reserve moored off the Thames Embankment near the City, there was hung out a blackboard saying that every possible reserve post was filled.

This, however, did not damp the ardour of two fashionable young men about town, who saw the notice, took a taxi to the Admiralty, and were just in time to sign on as ordinary A. B.'s, to be called up in the event of war.

Parliament's "Staff"

The summoning of Parliament means a great deal more than calling together 779 Peers and 615 M. P.s. There was another army to be mobilised — the army of those who wait upon the members and without whom Parliament would be unable to function.

There are the dignified and decorative officials like Black Rod and his Yeoman Usher in the Lords, the Sergeant-at-Arms and his messengers in the Commons, and the Clerks of both Houses.

Then there must be chaplains to conduct prayers before the sittings begin, and librarians to provide

THE "QUEEN ELIZABETH" LAUNCHED

Many of us who visited Glasgow for the launching ceremony of the "Queen Elizabeth" were struck by the tremendous pride in "their" ship, shown by the holiday crowds of Clydebank workers. The largest ship in the world has meant regular employment and prosperity to many thousands.

This must, I think have been in the Queen's mind as she waved to the little group of men standing on the prow, a 100 feet above the launching platform. Her gesture raised the most deafening cheers of the whole afternoon.

The launch of a tremendous liner is an unforgettable sight. Until she is actually afloat, she fills the entire horizon, and when she is riding on the water, she is seen through clouds of red dust, rising from the drag-chains designed to check her momentum.

On shore she is a huge mass of steel. It is not until she is off that one remembers that "the liner, she's a lady".

members with information, and kitchen staff to provide them with food.

The Post Office must be in their places, and the corps of shorthand writers who compile the "Official Report, Parliamentary Debates", familiarly known as Hansard. The great Charles Dickens was once a member of this devoted band.

Versatile Mr. Duff Cooper

The intellectual qualities of Mr. Duff Cooper, who has relinquished his post as First Lord of the Admiralty, have attracted attention ever since his Oxford days. He is one of the many products of that nursery of brilliance, the Foreign Office, where he held a post during and after the Great War, with an interval in which, at risk of ruining his diplomatic career, he resigned to serve with the Grenadier Guards. He is the holder of a D. S. O., gained for gallantry in 1918, which in the opinion of many should have been a V. C. — the highest award of all for valour.

Foreign Office promotion proved too slow, however, for a man of his eagerness. He turned his attention to politics and after an impressive maiden speech in the House was hailed as a future Minister. In 1931 he won the vital St. George's by — election at a time when the fortunes of his party were at a low ebb. Now, still on the right side of fifty, he has already been Secretary of State for War and First Lord of the Admiralty.

His new leisure will probably mean a return to literature, in which his reputation is already considerable. His life of Talleyrand has been praised all over Europe, and he is the official biographer of Earl Haig. I understand that he has several books in mind, to which he will now be able to devote himself.

War threatened

When Parliament reassembled in special session on the 28th of September to hear Mr. Neville Chamberlain, the British Prime Minister, make a statement on the situation in Central Europe and the efforts the British Government had made to help to compose the differences between the German and the Czech Governments, Europe was trembling on the brink of war. Germany had threatened that, if the Sudeten territories, with their Germanic populations, were not voluntarily ceded to Germany by the Czechoslovak Government, they would be detached by armed force on the first of October.

When Mr. Chamberlain began his speech in the House of Commons there seemed little hope of averting the final catastrophe. He had, however, made another approach to Herr Hitler for a further consultation, and also made a personal appeal to Signor Mussolini to use his good offices with the German Chancellor to induce Herr Hitler to enter into a further discussion rather than risk European war. The speech was practically concluded, and war seemed almost certain, when a note was passed to Mr. Chamberlain stating that Herr Hitler had agreed to postpone mobilisation for twenty-four hours, and had invited the heads of the British, French and Italian Governments to meet him at Munich on the following day for further negotiations. In less than twenty-four hours agreement was reached at Munich, and Europe was saved from a general conflagration and the unimaginable horrors of a modern war on a gigantic scale.

When next the Houses of Parliament met — on Monday, the third of October — Mr. Chamberlain explained what had

been achieved at Munich to modify the German claims. He first pointed out that the question of the transfer of certain territories had already been decided upon in the Godesberg Memorandum. The Czechoslovak Government had already agreed to the Anglo-French proposals to cede to Germany the predominantly German areas in the Sudetenland. But Herr Hitler had since delivered what was in effect an ultimatum to the Czechoslovak Government, making still more onerous demands, with a time limit of six days, to end on the first of October. The object of the further discussion was to induce Herr Hitler to drop the time limit and modify his demands. To what extent Herr Hitler acceded was made plain in Mr. Chamberlain's speech.

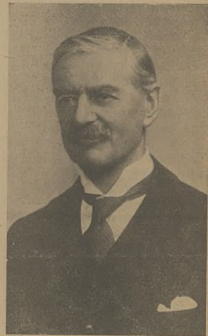
The Munich agreement

In the first place the evacuation of the territories concerned by the Czechs, and their occupation by the German armed forces, was to be carried out in five clearly defined stages between the first and the tenth of October. Instead of the German troops advancing to a line drawn by the Germans to suit themselves, they were to move only to a line to be fixed by an international commission, on which the Czechs as well as the Germans would be represented. Instead of the territories being ceded under German dictation according to the German interpretation of German rights, there would be plebiscites in areas to be defined by the international commission. These plebiscite areas, moreover, were to be occupied by an international force, and the plebiscite itself was to be based on the conditions of the Saar plebiscite. Furthermore, the Munich agreement was more favourable to the Czechs in regard to the terms of what property might be removed by them from the territories evacuated. When certain conditions were fulfilled, the four Governments represented at Munich would give a guarantee to the Czech Government against unprovoked aggression upon their new boundaries.

One of the most interesting results of the Munich meeting was the declaration, signed by Herr Hitler and Mr. Chamberlain, that in regard to any further questions concerning their two countries, the method of consultation will be adopted as the two peoples desire never to go to war with one another again.

Before concluding his speech the Prime Minister expressed the feelings of the whole British people when he said, "We must feel profound sympathy for a small and gallant nation in the hour of their loss", and promised

sympathetic consideration to the Czechoslovak Government's request for a \$ 30,000,000 loan, to be guaranteed by the British Government. An advance of \$ 10,000,000 for the Czechoslovak Government's urgent needs would at once be arranged.



Mr. Neville Chamberlain

A Cabinet Minister resigns

That the Munich agreement would meet with criticism in various quarters in Great Britain was only to be expected. Some critics complained that Herr Hitler's threats should have been met by an earlier display of Great Britain's readiness to meet force with force; and mainly on these grounds Mr. Duff Cooper, First Lord of the Admiralty, tendered his resignation from the Government. "The Prime Minister," he said, "has believed in addressing Herr Hitler through the language of sweet reasonableness; I have believed that he was more open to the mailed fist". Mr. Lansbury, the well-known Pacifist Labour leader, replied that "the only way they would win peace was by reasonableness", without which they could not expect to get any sort of agreement or discussion.

The leaders of both the Labour and the Liberal opposition parties, Mr. Atlee and Sir A. Sinclair, both spoke appreciatively of the Prime Minister's efforts, and of the peace which had been preserved, but both criticised the general policy of the Government, which, they held, would not check Herr Hitler's ambitions, but whet his appetite for more conquests. The general feeling in the country, however, was that, although the Czechs had been called upon to bear grievous sacrifices, Mr. Chamberlain deserved the gratitude, not only of his country but of the whole world, for saving it from the horrors of a general war.



The "Queen Elizabeth" on the stocks before launching

FLYING NEWS

Swift progress towards realization of plans for future British civil aircraft development is indicated in new data, just available, which supplement the construction programme recently announced to Parliament by Captain H. H. Balfour, Under-Secretary of State for Air. Work has now begun on an Air Ministry order placed with the Short company — builders of the renowned Empire flying-boats — for three new landplanes, each aggregating 71,000 lb. (31.7 tons) with full load and equipped with four powerful engines.

The new aeroplanes are being constructed on an experimental basis, and will emerge from the factory in two versions. Two of them will be designed to fly at an operating height of 10,000 feet carrying 18 passengers and 3,000 lb. of mail and freight at fast speed. In the second category new lines of advance are being explored with a machine capable of carrying the same number of passengers and quantity of mail and freight at an operational height of between 20,000 and 25,000 feet.

Long Range at High Speed

Great expectations centre on this third machine which, according to official estimates, will cruise steadily at 250 miles an hour and have a top speed considerably in excess of this figure. Range of all three aircraft will be approximately 3,000 miles against a persistent headwind of 20 miles an hour. Thus, with the wind neither assisting nor retarding progress, range will be ample for non-stop journeys from London to India, West Africa, East Africa and South America and for non-stop journeys to every part of Europe. Using these new aircraft immense distances will be dwarfed. Flights such as Singapore to Darwin (2,333 miles) or Darwin to Melbourne (2,000 miles) could easily be accomplished non-stop in all weathers carrying full commercial load.

Production of these passenger planes has been officially announced for the summer of 1940. Already special measures are being put in hand to ensure that Empire aeroplanes where they — and any aeroplanes where they — are equipped to receive them. Airport surfaces are to be prepared to withstand the wear and tear of landing and take-off of 31-ton airliners. Other appropriate ground arrangements for their full operation are the subjects of close official study.

New Airliner Accepted

Coinciding with this bigger British airliner development, the "Ensign", first of a fleet of fourteen 40-passenger monoplane landplane airliners ordered by Imperial Airways from the Armstrong Whitworth company, has completed acceptance trials. The new craft is due at Croydon immediately and at once passes into the hands of furnishing experts to be fitted out with lavish and de luxe internal appointments and decorations. "Local" flights with a London-Paris range may then be undertaken carrying special passengers, after which the machine will go into regular public passenger service. Already the "Ensign" has gained distinction by far exceeding the contract stipulations for its performance, returning a maximum speed of 205 miles an hour and a cruising speed of 170 m. p. h. Four Armstrong Siddeley Tiger IX air-cooled engines provide a total of more than 3,500 h. p. for take-off.

Transatlantic Mailplane

Meanwhile the de Havilland Albatross high-speed transoceanic and intercontinental mailplane, has been delivered to Imperial Airways and is beginning comprehensive 110-hour flying tests before departing non-stop to Newfoundland. New machine is due to arrive at Hattie's Camp — Newfoundland's great new land airport — in time to experience a full winter's flying there. The crew will thereby gain local weather-lore under practical conditions, while the aeroplane will be thoroughly tested.

Range of the Albatross, equipped with four de Havilland Gipsy-Twelve 525 h. p. air-cooled engines of "bullet-streamline" installation in the monoplane wings, is calculated, as a result of many hours of test flights over Britain, as 3,180 miles at a cruising speed of 212 miles an hour. Run from Dublin to Newfoundland is approximately 2,000 miles. Thus, carrying 1,000 lb. of mail and a crew of four, the Albatross has an ample margin for safety for transatlantic or equivalent flights even in consistently adverse winds.

Important issues hang on the success of the Albatross in Newfoundland. No landplane of its size has so far been used in the aerodrome. Canadian experience indicates that machines of lesser size, carrying far less disposable load in the shape of fuel, can operate successfully with up to twelve inches of snow

covering the aerodrome surface, if the snow is deeper than twelve inches, skis must take the place of wheels for safe landing and take-off. Obviously for the routine Albatross must be fully tested for work of regular mail carrying the snow landing under all conditions in Newfoundland.

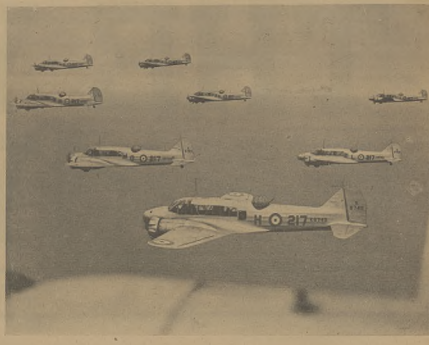
Three Big Flying-Boats

Other measures to assure the pre-eminence of British aviation are moving to fulfilment. Eight new flying-boats, improved and specially strengthened long-range versions of the standard and highly successful Empire four-engined monoplanes, are due to emerge within a matter of weeks from the Short factory at Rochester. Meanwhile, three far larger seaplanes, grossing some 33-tons each, are being prepared under the knowledgeable hands of the Short technicians. Fitted with four Bristol Hercules air-cooled engines, each of 1,375 h. p., these three new flying-boats are expected to mark a fresh step forward in seaplane airliner construction.

Long Range Bomber

Maximum range of 2,590 miles carrying a bomb load of 1,000 lb. is shown in the latest official performance figures of the standard Vickers Wellesley monoplane, the internal construction of which follows novel "geodetic" or metal basket-work principles. This range is achieved at an economical cruising speed of 158 miles an hour.

Equally good figures are revealed for other conditions of



Aero Ansons on Coast patrol.

military employment of the Wellesley. According to the strategic purpose required to be satisfied, bomb loads varying from 500 lb. to 2,000 lb. can be carried. Range of flight in still air varies from 2,590 miles to 1,110 miles. Speed range runs from a maximum of 228 miles an hour at 19,800 feet to landing at 57 miles an hour. Operational cruising speeds range between 188 m. p. h. and 158 m. p. h., the latter speed giving maximum range. Take-off run with military load requires only 263 yards. The Wellesley can fly to a height of 35,250 feet carrying full normal load, and reach a height of 1,200 ft. one minute after leaving the ground. Specially prepared Wellesleys

attached to the Long Range Development Flight of the Royal Air Force are shortly due to attempt a formation flight of several thousands of miles. Recently four of these machines flew non-stop England-Egypt, making a long detour to the Persian Gulf, to set up a new world record distance of 4,300 miles in formation. Standard Wellesley bombers are equipped with a single Bristol Pegasus XX air-cooled engine developing 900/825 h. p. at 2,500 ft. In addition to long range bomber duties, the Wellesley may also be adapted for torpedo-carrying or be used as a "general purpose" aircraft for a variety of military duties.

ECONOMIC AND FINANCE

CONVERSION OF POLAND'S EXTERNAL LOANS

As a result of negotiations with Poland's creditors abroad the Polish Government can now proceed with the conversion of that part of the Polish loan issues still held by foreign creditors. That part held in Poland has been already converted into the 4 1/2% internal loan of 1937. Three laws have been passed by the Polish Parliament dealing with the conversion of bonds of the 6% dollar loan of 1920, the 7% Stabilisation Loan and the 7% Polish Treasury Bills issued in 1929. Interest on all three has been reduced to 4 1/2%, redemption of the 6% loan has to be completed in 1958, that of the Stabilisation Loan in October 1968, both by half yearly drawings or purchases in the open market, repayment of drawn bonds of the 6% loan being fixed at par and of the Stabilisation Loan at 105. The coupons of the 6% loan are payable in U. S. dollars in New York hose of the Stabilisation Loan in New York, London, Basle, Zurich, Amsterdam, Stockholm and Paris in the currency chosen by the holders. The new scrip retains its privilege as to exemption from Polish taxation. In exchange for the still unredeemed part of the 7% Treasury bills the Standard Car Corporation is to receive in 4 1/2% Treasury bills for \$ 6,669,056; redemption is by half-yearly instalments until October 1951, interest is payable as from October 1st, 1937. The City of Warsaw has also concluded negotiations for the conversion of its 7% loan of 10 million in gold floated in 1928. The interest has been reduced to 4 1/2%, capital and interest being now payable in currency dollars. At present \$ 3,896,100 are outstanding. Owing to this conversion the yearly requirements of the loan service have been reduced from about 7 million to 2.3 million zloty. The Polish

Government has given an undertaking for the free transfer of payments on principal and interest.

POLISH SALT CONSUMPTION AND SALT EXPORTS

During the fiscal year 1937-38 the domestic sales of the Polish Salt Monopoly totalled 381,146 tons of salt, equivalent to 11,03 kg. per head of population. The domestic salt sales amounted to 366,869 tons, or 10,72 kg. per head of population in the preceding fiscal year. The figures also comprise salt for industrial purposes. Of the increase in domestic salt sales recorded last year, 46 per cent represent increased industrial requirements. Exports of salt from Poland rose 1936-37 to 14,076 tons this year, from 10,099 tons in the fiscal year, the chief buyers being Czechoslovakia and Sweden.

INDUSTRIALISATION IN POLAND

The number of industrial enterprises has been steadily increasing in Poland in recent years. It amounted to 195,763 in 1935, 208,969 in 1936, 228,862 in 1937, 246,540 in 1938. The increase is not only steady, but progressive, that is a larger number of new enterprises appear every year. Naturally the number of the smaller concerns, employing under 20 workmen, increases more rapidly than that of the large enterprises, employing over 250 men. However, the number of concerns employing over 250 persons has increased by 11.5% in the last three years, which shows a satisfactory rate of progress. (ATE)

LARGE INCREASE IN BUTTER EXPORTS FROM POLAND

During the period January — August this year butter exports from Poland totalled 10.6 million kg. as against 4.7 million kg.

RESOLUTION

passed by the English Club of Krakow (Poland) at the meeting of October 4, 1938.

Resolved, that this Club, composed of members of British, American, and Polish nationality, unanimously associates itself with the homages at present being paid by the British people and by other nations to Mr. Neville Chamberlain, His Majesty's Prime Minister, for the eminent and invaluable services rendered by him to the cause of peace during the recent critical days.

Poland having, since the Munich agreement, succeeded in bringing her own territorial dispute with Czechoslovakia to a peaceful conclusion, this English Club in Poland's ancient capital has particular reasons for tendering to the distinguished British statesman its assurances of profound gratitude and admiring respect for his self-sacrificing efforts on behalf of European peace.

R. Dyboski,
President of the Club.

LODGE

The best spark plugs in the world for motor vehicles and aircraft

Ask your local dealer for particulars or write to the General Agents

E. SYKES i S-ka, Sp. z o.o.
— Warszawa, Sewerynowa 4. —
Tel. 273-77

during the corresponding period of 1937, the advance being 221 per cent, England was the principal buyer to the tune of 83.3 per cent of the total exported, butter shipments to Germany represented only 11.5 per cent, and those to Palestine 4.1 per cent. The total of the butter exports was effected by cooperative dairies, and 88.7 per cent of the shipments were of standardized material.

DECLINE IN TUBERCULOSIS

Remarkable figures relating to the continuous decline in tuberculosis in England and Wales were given by Mr. Walter Elliot, Minister of Health, at the 24th Annual Conference of the National Association for the Prevention of Tuberculosis, held in London recently, at which more than 400 delegates from all parts of the British Empire were present. From 1851 to 1860, the annual death-rate from tuberculosis for England and Wales was about 3,500 for every millions of the population. During the period 1901 to 1910, the rate had fallen to 1,600 per million. By 1936 the figure had dropped to about 700 per million, and further progress was recorded last year.

Mention was made of the important work done by the Ministry of Health in improving sanitation and hygiene, housing, slum clearance and protection of the milk supply. The evidence supplied by the declining death-rate, the growing voluntary support from the public, and the increasing efforts made by the Ministry of Health and the local authorities provide a legitimate hope that within a generation the death-rate may have been reduced to comparatively negligible proportions.

Bank Amerykański

w Polsce Sp. Akc.
Królewska 3 — Warszawa

All kinds of Banking and Foreign Exchange business transacted. Bonds and Stocks bought and sold.

Safe deposit vault equipped according to the most modern technical requirements.

Private Safes from 6 zł. a quarter

THE SCOTS IN OLD POLAND

By Dr. Wacław Borow
Continued from Nr. 25.

We know already about Scottish Jesuits in Poland¹⁾. But it can be said that all Scots, without any difference of religion, lived on good terms with the nobility. They were protected by the magnates, such as the Ostrogskis or the Radziwills; and if the gentry sometimes jeered at them, there was more a feeling of superior vanity than of malice. The Scots knew how to make themselves useful even to the most critical by furnishing the right wares in the right time or by lending money. The general attitude of contempt towards any trade, characteristic of the Polish nobles of that period may have even provided opportunities for the Scots.

It is true that their life was not without risks, dangers and hardships. They had to put up with Polish weather, with its half year of cold and alternations of rains, snow and frost. They had to travel along proverbially bad Polish roads. They had to cross large forests in which wolves were not infrequent. They were subject to attacks from robbers. Some of them were discouraged by these circumstances, as a young Francis Craw, e. g., who wrote in 1675 from Mena, that he was dissuaded from going to Poland, as he says, "because of their great travellings and always being in hazard of their lives, being almost savage people, for the most part papists". But most Scots faced these obstacles courageously. They resented their taxes which however, were similar to those of other countries. And the Polish administrative authorities were on the whole, rather weak than oppressive. Anyhow, Lithow's opinion must be taken as an unbiased testimony, and his words are that Poland might be rather termed "a mother and nurse for the youth and younglings of Scotland" than "proper dame for her own birth; in clothing, feeding and enriching them with the fatness of her best things". He still stresses this statement further on saying that Poland may be called "the first commencement" of the wealth of all the best Scottish merchants, "or at the least most part of them".

The national and the clanish feeling were very strong among these people. A Scot who met with some success and saw larger possibilities of gain would bring over to Poland his brothers and more distant members of the family. They married in the first generation almost exclusively among themselves: as the girls were not numerous, the widows were besieged with offers as soon as their mourning was over. All the family festivities were accompanied by almsgiving to the Scottish poor about whom they were always anxious.

The Scots were rarely involved in criminal cases and their life appears from the documents to have been very peaceful. Its smooth surface, however, was disturbed by another immigration of their fellow-countrymen. As these newcomers grew more and more numerous, the older settlers began to oppose them, and bad feeling spread through Scottish communities. In 1592, e. g., a letter was addressed to the municipality of Danzig by ten Scots citizens of that town, written in the name "of the whole Scottish nation dwelling there", and complaining of the new arrivals who exercised "interloping and forestalling trade", that is to say sat with their baskets on the bridges, looked for customers in courtyards, and helped themselves with the assistance of "lazy women and loose servants". All this — the

letter continued — did great damage to settled merchants and, in consequence, to the town itself. The signatories assured the magistrates that they were quite ready to help them in restoring order.

Another document, five years later, gives us another aspect of the situation, and shows even more clearly how the bonds of national solidarity loosened under force of circumstances. This time fourteen Scots newly arrived address the municipality of Danzig and complain of their own compatriots in the town who refused to receive them in their homes: "John Kilfauns", says the letter, "excused himself as being a widower. After that Hans Gelleitie did the same on the plea of the pressure of business. Others to whom we had introductions explained that they had no citizens' rights and were therefore prohibited from taking us in". There was indeed a decree forbidding Scots to lodge other Scots, issued precisely in order to prevent illicit commerce. The authors of the letter pleaded for its abolition.

A still stronger criticism of Scottish life and manners abroad is contained in the report to James I submitted by the British resident in Poland Patrick GORDON in 1615. "Your Majesty's subjects from Scotland — we read there — trafficking here many years ago for the virtue and good behaviour were esteemed equal (if not superior) to any Christians whosoever, and many of them lived here with credit, and others returned home with riches, without any offence, because good order was observed amongst them; but now, discipline being dissolved, the most part of them use such a dissolute form of living that they are odious to the inhabitants, hurtful to themselves, and despised by strangers, to the great ignominy of the whole nation". No means, Gordon continues, will be efficacious unless an edict be promulgated in Scotland preventing the multitudes of detached people from being yearly transported to the Baltic coast. Otherwise, he concluded, "it is not possible that honest minds can abide to see the shame of their countrymen and to suffer for the same, which also the nobility of this Kingdom do regret". The regime established by Abraham Young in 1603 was evidently short-lived. The need for a new one must have been felt everywhere. The Duke of Prussia commissioned (1615) a certain Jacob KOCH (Cook, or Coke?) to compile a list of Scottish hawkers. Koch acquitted himself very well of the task, and even added to his register a collection of rules for the Scottish Brotherhood in Prussia. Patrick Gordon, who was a poet, but a very matter-of-fact person at the same time, objected to Koch's mingling with the questions which lay within his own competence as a royal mandatory, and himself drafted a statute for the Scots, in which an article, e. g., was introduced which forbade wandering with goods worth less than 50 gulden. Whether this plan was ever put into practice, we do not know.

Anyhow, nine years later (1624) "Scottish subjects at Danzig" write to King James in anxiety about the new decree announced in the town commanding "the removal of all strangers". And again, they ascribe its origin solely to "the exorbitant numbers of young boys and maids, unable for any service" who are continually brought from Scotland. (For the first time in these

There was a time, none so long ago, when British Admirals set greater value on bright brass work than on gunnery. Those were the days of involved tactical exercises — such as caused the loss of H. M. S. VICTORIA off Tripoli in 1893 — the days when fleet training consisted of a glorified musical ride across the shifting waters of the Mediterranean.

If these vanished admirals could return again, they would find a very different Navy; a navy that regards gunnery as almost an exact science and looks on 'battle practice' as the correct and proper occupation for a fighting service. This modern navy also believes in realistic training and no exercise approaches this ideal so closely as 'night firing' when the Battle Squadrons are at sea.

People today, those who live in cities, have forgotten what darkness really means. Even in the country there are houses, trees or hills which can be seen against the sky. At sea there is nothing; the darkness is like a blanket dropped before your eyes and you are alone. Yet, when the fleet is at sea, you are not alone. Your own ship, for example, carries over a thousand men, all at action stations. You sense rather than see them. You know that somewhere in those hidden waters are other ships, all equally prepared, and you know that one of these ships is "the enemy".

All ports and hatches are closed. Not even the gleam of a cigarette can be seen on deck and the interior of the ship is lit by dim blue lights which half reveal and half mask the preparations for battle. On the bridge keen eyes are searching the darkness; glasses focussed on a suspicious patch which may only be a low lying cloud — or may be something else. From the signal bridge a challenge is flashed and answered. Across the water lights appear on the target towing vessel, there comes the snarl of high-angle guns as star shells are thrust into the air to burst with ghastly radiance over the hidden "enemy". Powerful beams from your searchlights tear aside the blanket of the dark and the ships' 6" guns break into action. The 'battle' has begun.

From the very bows of the ship you watch the great 15" guns, marked in stark outline against the glare of light. The long barrels swing and elevate as they seek the range; a grim, purposeful and remorseless. You watch them steady and then they too add their shells to the curtain of steel that falls about the target. The first salvos may be 'over' — beyond the target — but when once the shells 'straddle' the mark, the gunnery officer knows his job is done. The guns are 'on'.

Fighting these night actions is not so spectacular as watching them. In the massive turrets the sight of 'sub-calibre' ammunition, when compared with the actual

documents we hear of Scottish maids in plural). James issued this time a proclamation (1625) warning the young against light-minded expeditions. The masters of ships were forbidden to take on board young people of either sex unless they could produce letters from their families living abroad and summoning them, or prove that they were provided with means of subsistence for one year at least.

(To be continued)

¹⁾ See "English and Scottish Remanation Exiles in Poland" by the present writer in "The Warsaw Weekly" February 26, 1938.

NIGHT ENCOUNTER



The British Home fleet at exercises

the illusion. However the gun crews at the 4" anti-aircraft guns are firing 'live rounds' and the 6" guns, spaced along the ship's side, are served as they would be served in battle. In the strange half light of the batteries you watch the gunners fussing about their gleaming weapons, waiting for that most stirring of naval signals — "Enemy in Sight!" At the jarring note of a bell the men spring to life, broadside after broadside crashes into the outer darkness while the acid fumes of burnt cordite drift across a deserted mess decks. Almost without thinking you brace guns, does something to shatter

yourself against the return fire that never comes; knowing full well that even with shells bursting against the armoured side the guns would still be served in the same manner.

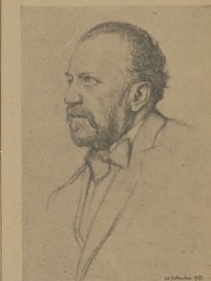
The battle ceases as suddenly as it began. Lights on the target ship are switched off, course is altered and the deadly game of hide and seek begins again. In the morning you look at the battered target and marvel; then you think of the long hours and training, and marvel no longer. In future, naval victories will be won by a combination of material, men and experience — and in all these the British Fleet is without a rival.

SIR HENRY WOOD'S JUBILEE

When Robert Newman in 1895 determined to start Promenade Concerts, "to educate a public to love good music, at a price within the reach of the great majority", he appointed a young conductor who had already made something of a name for himself.

Now, forty-four years later, the Promenade Concerts have become as much a part of London life as the Changing of the Guard. For forty-four years every concert has been conducted by the same man, now Sir Henry Wood. On October 6th Sir Henry conducted a great concert at the Albert Hall to celebrate the passing of fifty years since first he took up the baton. In that time he has received many honours from many countries, but none which he prizes more than the devoted affection of music-loving Londoners, for whom he has done so much. He has never missed a concert or a rehearsal in his life. The last item of every "Prom" Season is always Sir Henry's own "Fantasia on British Sea Songs", and the friendly scenes of laughter and cheering when the audience

pays tribute to its beloved conductor with his carnation button-hole will, I trust, long be



SIR HENRY WOOD from a portrait by SIR WILLIAM ROTHENSTEIN

continued. Only six years have now to elapse before Sir Henry can celebrate another jubilee — as conductor for 50 years of the Promenade Concerts.

INAUGURATION OF WARSAW CONCERT SEASON

The first week in October always marks the beginning of the concert season. On Tuesday, 4th inst. the Society for the Cultivation of Ancient Music re-opened its sessions, and on Friday, 7th inst. the first symphony concert took place at the Philharmonic under the direction of Mr. Berdjaiev who conducted Beethoven's Fifth Symphony and Karłowicz's Songs of Eternity. The soloist Egon Pini is a well known favourite of the Warsaw public. He gave a technically perfect and highly intellectual performance of Brahms' B Flat Major Piano Concerto.

Petr's individuality inclines to the reflective rather than the emotional, but in any case he is a consummate master of pianoforte playing. The concert concluded with an orchestral suite "Chmiel" by Wiechowicz.

K. M.

Please pay overdue
subscriptions to
P K O 29898

