

# THE WARSAW WEEKLY

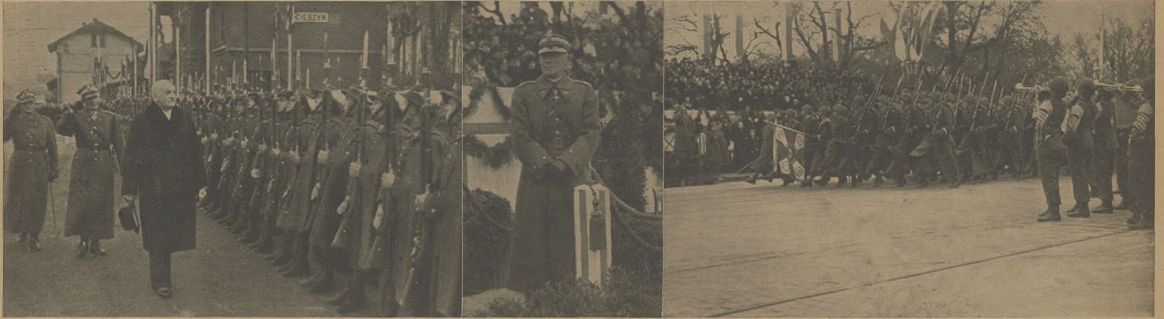
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4th YEAR

WARSAW, NOVEMBER 15, 1938

No. 28

## Twentieth Anniversary of Poland's Independence



President Mościcki at Cieszyn

Marshal Śmigły Rydz at the Parade

Infantry passing before Marshal Śmigły Rydz

### London Letter

by „The Londoner“

#### Australia's Royal Governor

The announcement that the Duke of Kent is to succeed Lord Gorrive as Governor-General of Australia has caused the greatest possible satisfaction in Australian circles in London.

Last week I pointed out that the invitation to the King to visit Canada, coming as it did directly from the Dominion and not through Downing Street, was an illustration of the workings of the Statute of Westminster.

The Duke of Kent's appointment provides another. The Commonwealth Government made its petition for the appointment of the Duke of Kent as Governor-General directly through the High Commissioner for Australia in London, Mr. S. M. Bruce.

By the Statute of Westminster, the appointments of Governors-

General are made by the King on the recommendation of the Prime Minister of the Dominion concerned.

#### The Commonwealth's Gain

The Duke of Kent will have Government House in Canberra as his official residence in Australia. It is one of the finest buildings in the Commonwealth's "mushroom" capital, which, was only founded a bare ten years ago.

In one respect the Duke and Duchess will feel at home. The external appearance of Government House is very like that of their present country residence, Coppins, Iver, Buckinghamshire.

#### The Admiralty's New Chief

Earl Stanhope, the new First Lord of the Admiralty, is a direct descendant of that famous eighteenth century statesman, the Elder Pitt. For the past two hundred years his family has maintained a magnificent tradition of public service. There has always been a Stanhope prominent in one capacity or another in the affairs of his day.

That fantastic figure, Lady Hester Stanhope, who spent the greater part of her life in Syria in male clothing, was also a member of this remarkable family.

Lord Stanhope owns a beautiful house at Chevening, where many of his ancestors' state papers are preserved. Chevening — which should clearly be distinguished from Lady Astor's house Cliveden, which has been so much in the news — is one of the country houses of England where politicians still gather for weekend house-parties.

The ex-Prime Minister frequently used to visit the house before making important decisions,

in order to think things over in the peace and quiet of the country. Lord Baldwin has always been an admirer of the new First Lord. He gave him his first Government post in 1924, and is accustomed to refer to him as "that good chap Jim".



Lord Stanhope

#### "Ask Anderson"

Sir John Anderson, who has just entered the Cabinet as Lord Privy Seal, will in practise be "Minister for Civilian Defence". His meteoric rise to Cabinet rank — he has only been a member of the House of Commons for a few months — shows the Government's determination to introduce new blood.

He is, however, an experienced administrator. He became permanent head of the Home Office at the early age of 40, and was later Governor of Bengal. His enormous energy, his quick witty retorts and his way of being on the spot at the precise moment when he is wanted, made him much sought after as an adviser even in matters which were officially nothing to do with him. "Ask Anderson" was for many years the slogan of harassed Whitehall officials.

(Continued on page 4)

### The Lord Mayor's Show

Of all the pageants provided free of charge for the enjoyment of London citizens, the Lord Mayor's Show recurs most often and is rooted in the greatest antiquity. Coronations, after all, come but once in a generation, and it is only during the last century or two that they have been popular spectacles, but the Lord Mayor's Procession to the Courts of Justice has been an annual feature of London life — uninterrupted even in the sad days of war — for the past six hundred years and more.

For one tenth of this time, during the last sixty years, the arrangements have been in the hands of the same man — Mr. J. Dixon Taylor, who started as a junior clerk under the City Corporation, and is now Secretary to the Lord Mayor and Sheriffs' Committee.

The Lord Mayor's Show has a dual character. It is first of all a Civic ceremony. The Lord Mayor is bound by statute to proceed after his installation as Mayor, to be sworn in by the Lord Chief Justice, in his legal capacity as Chief Magistrate.

But the procession which he is bound to make has another purpose too. It serves as an opportunity for the people of the City of London to welcome and acclaim their newly elected ruler. And he is a ruler. Within the City today — a tiny domain of Greater London about one square mile in area — the Lord Mayor is supreme. The King himself, on entering the City at Temple Bar, must surrender his sword in token of his submission to the Lord Mayor's authority. This ancient ceremony is still observed whenever His Majesty enters the City, to attend a banquet or for some other purpose.

It is sometimes said that the Lord Mayor's Show is a waste of money to the public, that traffic is held up, that business is impeded.

Mr. Dixon Taylor's answer to these complaints is simple and conclusive. "If London did not like it" he said to me, "London could kill it". Of course London likes it, as much today as it did six hundred years ago. When the procession passes, the roofs of banks are crowded with sightseers, and preoccupied stockbrokers have been known to stand in the street for an hour or more to cheer their elected Mayor.

Besides, modern efficiency in traffic regulation has put an end to serious dislocation. Every street on the route of the procession is reopened for ordinary traffic within half-an-hour of the Lord Mayor's passing. As to the cost, the public have no cause to complain. No public funds are involved and the whole lavish display is presented at the personal expense of the Lord Mayor and Sheriffs of the year.

The spectacular element in the Lord Mayor's Show is a relic of the days when it was one of the chief duties of those in authority to provide amusement and pageantry for the delectation of ordinary citizens.

Each year now, the Lord Mayor chooses some theme to relate the various tableaux and displays which make up the procession. In the past, His Majesty's forces, various Dominions — Canada, Australia, South Africa and New Zealand — have played their part. But this year the subject — in the minds of all to-day — is national fitness. The varied activities and recreations which help to produce a physically healthy nation were vividly and amusingly represented.

A mile and a quarter long stretched this great cavalcade, accompanied by no less than seventeen bands. The Civic Dignitaries had their proper place

(Continued on page 2)



Duke and Duchess of Kent at Kraków in 1937

## ECONOMIC AND FINANCE

### ECONOMIC CONDITIONS IN POLAND

The monthly bulletin of the National Economic Bank estimates the total outflow of deposits from Polish savings and credit institutions under the influence of political events in September at 400 million zlotys, this sum representing about 10 per cent of the aggregate deposits. Withdrawals were particularly heavy during the last week of the month, and in combination with the increased credit demands for industrial and investment purposes, and the regulations at the end of the quarter, enforced upon the financial institutions an extensive mobilization of their available funds, and a considerable increase of notes in circulation. All the banks concerned gave proof of high efficiency by meeting the sudden demand without any restriction or curtailing normal credit activities. After the political situation cleared up, pressure on the banks very soon abated, and in the first few days of October deposits began to return, the normal position of the central banks was quickly restored, and the gold cover of the note issue returned to the statutory level by the second decade. Fluctuations in security quotations also stopped, and by the end of October rising prices set in, especially for Government bonds. Industries in September were normally employed with an increase of output in seasonal lines and for investment purposes. The manufacturing industries increased the numbers of men employed, but there was also a small increase in the number of the registered unemployed in October. No changes of any importance were recorded during September in the situation of the farmers.

### POLISH BUDGET ESTIMATES FOR 1939 - 40

The Polish Cabinet has drawn up budget estimates for 1939-40 which will be submitted in December to the new Parliament which is to be elected this month. Revenue and expenditure are estimated at 2,523 million zlotys each with a small surplus on the revenue side. Since the fiscal year 1936-37, this will be the fourth balanced State budget in Poland. In comparison with the budget for the current fiscal year both sides of the estimates show increase of 48 million zlotys without any rise in the taxation. Of the increased expenditure 21.7 million zlotys are allocated for the Ministry of Education, mainly for the extension of the primary school system. The other higher appropriations are caused by the increased requirements of the National Debt service in connexion with the investment programme and by increased contributions of the Treasury to social insurances.

### U. S. A. BUYS ARAB THOROUGHBREDS IN POLAND

The M/S "Batory" carried five Arab thoroughbreds raised and reared in Poland to the U. S. A. on October 5th. The horses were bought from the stud-farms of the Princes Czartoryski and Sanguszko for the American Horse-breeders' Association. Before deciding to buy in Poland the representative of the Association made a tour of inspection in many horse-breeding countries also in Egypt. Another consignment of thoroughbred Arabs bought in Poland for the American Association is to be shipped within the near future.

### CONVERSION OF POLISH LOANS IN THE U. S. A.

The Polish Government has now concluded conversion agreement

with the American holders of bonds of the 6 per cent Dollar Loan of 1920, the 7 per cent Stabilization Loan of 1927, the 7 per cent Dollar Loan of the City of Warsaw of 1928 and the 7 per cent Dollar Loan of the Vojvodship of Silesia of 1928. The period of application for conversion expires on April 30th, 1939, the conversion conditions are the same as those offered last year to holders in Poland. The rate of interest is reduced to 4½ per cent, the amortisation period of the 6 per cent Loan has been extended by 20 years to 1958 and left unchanged for the other converted loans. The conclusion of a conversion agreement with the American holders of bonds of the 8 per cent Dillon Loans of 1925 is expected within a short time.

### BRITISH OUTPUT AND EXPORTS

Recent increases in output in many industries, as well as improvements in various branches of British exports, illustrate the steady revival of British trade. The Board of Trade index-numbers of industrial production for the first-half of this year average 127, compared with 100 for 1930, and the percentage figure of persons in employment in August was 15.5 above that for 1930. The shipping movement at British ports is also active, and entrances of ships with cargoes in August were nearly 21 per cent above the 1930 figure. The most striking increase in industrial development is in electricity generated, the kilowatt-hours units produced in Great Britain being 1,679 million in August 1938, compared with 910 million in 1930. In the iron and steel trade not only is the output above the 1930 level, but the export returns for Middlesborough, one of the largest centres of this industry, reveal a considerable increase in the tonnage of pig-iron and of manufactured iron and steel shipped to British colonies, foreign countries and coastwise ports. Shipments of pig-iron in September were indeed more than double the recorded total for any previous month of this year.

In the motor trade, British manufacturers are now engaged in full production of their 1939 models and anticipate a big increase in orders. The output of commercial vehicles rises steadily, and in July, the latest month for which figures are available, it increased by over 7 per cent compared with June. Further, it is estimated that there were 176,000 more private cars on the roads in August of this year than last year. The increased consumption of motor spirit confirms this estimate, the consumption of over 138 million gallons in July being 7 million gallons more than in June.

### BRITISH SHIPBUILDING

The last few years have seen a great change in the British shipbuilding industry. A considerable number of Britain's greater shipyards were forced to close down during the depression period, and some of them have been unable to resume work; but new lines of development soon became evident among those that weathered the financial storm. In spite of the fact that the firms were fewer in number, the increase in production efficiency after the depression resulted in the potential output of the industry becoming greater. For example, the North East Coast area claims that its building capacity is now greater than ever before. The rate of production has undergone a remarkable acceleration, and an instance of the rapidity of modern

## London's Water Supply

By Joseph Martin.

### One Hundred per cent pure

London's Metropolitan Water Board has just opened new water-testing laboratories at New River Head, a place to which, 3½ centuries ago, a zealous citizen piped fresh clear water from the open Hertfordshire countryside to a London population which depended for its water largely on the Thames and its Tributary rivers. Purer water than that which is supplied to present-day London cannot be obtained, for frequent chemical analysis has established that the water is 100 per cent pure. To maintain this high standard, the Metropolitan Water Board's analysts examine from every aspect, biological, bacteriological, chemical and administrative, 59,000 water samples a year. The new laboratories will greatly facilitate this work, for they are the first to be built specifically for the purpose and will provide a model for all subsequent laboratories. The number of water-tests to be undertaken there will greatly exceed that of any similar institution in the world.

To extend its services, the Metropolitan Water Board is embarking on a 26½ million programme for new reservoirs, which will increase London's water reserve by nearly 60 per cent, requiring additional storage capacity for about twelve thousand million gallons. In Parliament the Board is seeking wider powers to deal with the question of water-pollution; for although London draws its water from both wells and rivers, the river Thames contributes two-thirds of the total supply, and it is precisely in the Thames-side districts that industrial development is greatest, with the attendant possibility of factories discharging waste-products into the nearest running water.

### A great undertaking

The duties of the Metropolitan Water Board are so great that they are difficult to visualise clearly. The Board has to supply an area of about 576 square miles, and a population of about eight million people. Each year sees the number of the Board's customers increase by about 150,000, which is equivalent to adding yearly to the Board's register the water supplies for a large town. Each member of London's population uses, directly and indirectly, about twice his own weight of water every day, and during a hot dry day in June the total water consumption for the London area reaches the figure of 391 million gallons. Considering its immense work, the Board's yearly income of 45½ million seems surprisingly small.

The most insidious enemy of the Board's analysts is the disease of typhoid. Fortunately, the disease is comparatively rare, and traces of it are seldom found in the Board's water; but the analysts must remain on constant guard against it. Modern analytical methods have made waterborne diseases and impurities readily detectable and filtrable, and in thirty years the purity level of the Board's water has been raised from 74 per cent to its present level of perfection. A more difficult task has been that of coping with the great increase in London's water consumption. An immense amount of water is retained in a chalk belt running beneath London, but the heavy demand has lowered the

level of this water by some 100 feet in the last 75 years, and London's wells are often unable to cope with the output demanded of them. This situation will be greatly eased by the construction of three new reservoirs, one of which — the vast 4,400 million gallons reservoir at Staines — has already been started. This one reservoir will cost 2½ million, and, with 1,000 labourers on the job and the banks already partly finished, it will be 2½ years before London will be able to obtain supplies from this 350-acre expanse of water.

### The question of pollution

This problem first arose in connection with the discharge of sewage into the Thames, and Parliamentary measures were taken in the middle of last century to ensure that water for human consumption was drawn from places upstream of the points of discharge. Later on the English city of Manchester pioneered the "activated sludge" process, whereby useful gases are extracted from the sewage, the remaining waste products merely consisting of a crystal-clear fluid and a sludge, both of which are harmless and easily disposable.

Indeed, the campaign against water-pollution has been of considerable benefit to the industrial works which at first expected to suffer considerable expense from it. By filtration of their waste products they have been able profitably to recover valuable industrial liquors, whey (for cattle food), coal dust, and a number of other things; and above all there has been an inestimably valuable increase in water purity.

## The Lord Mayor's Show

(concluded)

— Sheriffs and Aldermen in their robes of office, and Masters and Wardens of the ancient City Guilds, including this year the Drapers Company, one of the oldest of them all.

But the main body of the Show consisted of a pageant of "Fitness through the Ages".

Twenty-four different sports or recreations were demonstrated altogether. They ranged from walking and camping, football and cricket, to dancing and archery. Each sport had a "tableau" in which players depicted the game as it was in the past and as it is today. "Swimming" for instance represented first by the modest privacy of a Victorian bathing machine, followed by more healthy freedom in a "tableau representing modern Swimming Pool".

There was also a group of young men performing "Early Morning Exercises" — but not for them a brisk ten minutes in the Bedroom;

this procession lasted about two hours in the November streets!

No procession, however, is complete without soldiers. At the head of this year's "show" marched some of the anti-aircraft brigades who would protect London against air-raids. These were followed by their civilian counterparts — the Auxiliary (Volunteer) Fire Brigade and the Air Raid Precautions Wardens.

At the end, and as is fitting most splendidly arrayed of all, came the new Lord Mayor himself — Sir Frank Bowater. He rode in his State Chariot, drawn by six horses and attended by his Chaplain, the Sword-Bearer, and the Sergeant-at-Arms. Before him rode the magnificent mounted band of State Trumpeters, blowing a fanfare to tell Londoners that once more their elected Lord Mayor came to greet them, as he has always done these hundreds of years past.

## Bank Amerykański

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shipbuilding is the new 34,000 ton liner "Mauretania", which was built and launched in 14 months.

A feature of the British shipbuilding industry in recent years is its preoccupation with orders for the Admiralty. Tonnage now in hand and planned to be finished by the end of 1938 includes seven battleships, five aircraft carriers, twenty-one cruisers, thirty-three destroyers, and seventeen submarines. In addition, many vessels are being built for mine-sweeping, escort, and boom-defence work. It will be seen that the industry has plenty of work on hand, and, although the present total of 835,000 tons of purely mercantile shipping in course of construction is a decrease on last year's figures, the increased rate of production tends to make this discrepancy more apparent than real. Official figures show that Great Britain's output of merchant shipping is still 130 per cent ahead of that of her nearest competitor.



The Lord Mayor of London's Coach

# FLYING NEWS

## A WEEK OF BRITISH FLYING NEWS

Speed and range of the fastest bomber yet in service with the Royal Air Force are greatly enhanced in the modified version of the Bristol Blenheim monoplane, which is in large production in three factories. Hundreds of these formidable craft have already been delivered to the squadrons.

Introduction of ingenious changes in design gives the new Blenheim a top speed of 295 miles an hour, a speed noteworthy in a modern fighter but outstanding in a bomber. This performance has not been obtained at the sacrifice of essential and basic bombing requirements; carrying full military load the modified Blenheim will fly non-stop 1,900 miles.

New version of the Blenheim will be on view at the Paris Aeronautical Exhibition, which opens on November 25. The nose of the aeroplane has been extended to provide improved accommodation for navigation and bomb-aiming; it contains a chart table, instruments, a folding seat, and re-designed bomb-aiming facilities. The resultant change in shape of the nose gives exceptional field of vision, thereby enhancing the accuracy of the navigation or bomb-aiming duties being undertaken.

Extra fuel tanks are located in the wings. Power is supplied by two Bristol Mercury VIII air-cooled engines, neatly encased and merged into the wing contour, which drive controllable-pitch aircrews. Much of the enhanced performance results from adaptation of the engines to suit them for use with "100-octane" fuel — the highest octane grading yet available, — containing special blending agents to increase its antiknock value. Take-off power of the Mercury engine is raised in consequence to 920 h. p. against the former take-off rating of 725 h. p., an increase which means that the modified Blenheim, though it carries a much heavier load than its predecessor, can take off and climb as rapidly.

### Internal Bomb Cells

Blenheim construction uses the latest ideas in all-metal aeroplane building. It embodies the "stressed-skin" covering to the wings and fuselage which carries much of the loads and stresses imposed in flight. Two legs forming the undercarriage are separate units, located one under each engine, extended when the machine is on the ground and folding up within the engine nacelles during flight. To assist streamlining, bombs are carried internally. Accommodation is provided for pilot, navigator, and radio-operator, gunner in an amidships cockpit.

In addition to large-scale manufacture at the Bristol works, the Blenheim is also in production at the Avro factory in Manchester and at the Rootes "shadow" factory near Liverpool. Performance figures recently released of the older model include a top speed of 285 m. p. h. at 15,000 feet. It climbs to that height, with full military load, in just over 11 minutes. Service ceiling — height at which the rate of climb does not exceed 100 feet per minute — is 27,280 feet. In spite of its high speed the Blenheim may be landed at only 50 miles an hour, comparable with the landing speed of most light aircraft a fraction of its size.

### "F" Class Airliner

Highly satisfactory results have been obtained in the acceptance trials so far completed by "Frobisher", a carrier-carrying version of the de Havilland

Albatross type four-engine transoceanic and intercontinental high-speed mailplane.

Three tests were outstanding. Most severe trial concerned deliberate cutting out by the pilot of two of the four Gipsy-Twelve 525 h. p. air-cooled engines which power this machine. Though left with only half the full power available, and though carrying full load, "Frobisher" was yet able to reach altitude. This test was purposely made the more severe by having the two "dead" engines both on the same side of the machine, leaving power to be supplied from one wing only.

"Take-off trials revealed "Frobisher" twice as good as the performance stipulated by international legal requirements for the ensuring of safety.

In the third test the machine, fully loaded, was able to cut out one engine immediately after taking off and still continue to gain height.

### Fast New Fleet

The new machine, accommodating up to 22 passengers, is one of a fleet of five ordered by Imperial Airways for fast continental services. Top speed of the mailplane version of the "F" class airliners is 240 miles an hour, with cruising at 212 m. p. h. The fleet is to be employed on trunk air lines connecting London with such cities as Paris, Cologne, Zurich, Vienna, Budapest non-stop. Normal nominal range is 1,000 miles, and "F" class airliners will be able to carry some 600 lb. of mail additional to passengers and their customary baggage allowance.

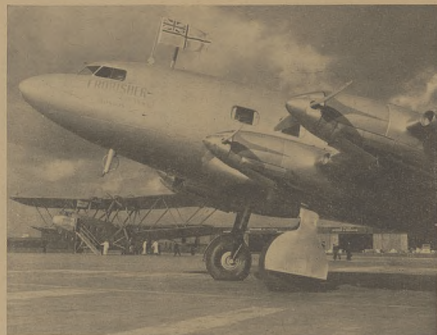
Shortly "Frobisher" is due at Croaydon to be fitted out for passenger service, joining the Armstrong Whitworth four-engined fleet of "E" class airliners. First two of this fleet, "Ensign" and "Egeria", are already in harness, carrying passengers in Pullman luxury on the London-Paris route. Two more sister craft of the fourteen ordered by Imperial Airways are soon due to be in service. On European routes "E" class airliners are designed to carry up to 40 passengers and a crew of five; and on Empire routes, where greater mail loads are to be carried, accommodation is available for 27 passengers by day and 20 sleeping berths by night.

### THREE BRITISH BOMBERS BREAK WORLD RECORD

The mobility of air power and the length of the striking arm at its command, have been demonstrated as never before by the three Royal Air Force bombers which have raised the world non-stop distance record to a new and astonishing figure. Ascending from Ismailia, Egypt, on 5th November, the aeroplanes alighted at Darwin, Australia, on the 7th inst. Two of them had flown non-stop from Egypt, covering a distance by "great circle" — the shortest possible distance between any two points on the surface of



Supermarine Spitfire Multi-gun Fighter



"Frobisher", Sky-Liner of 1938

the Earth — of 7,162 miles, and by the route actually followed, of not less than 7,850 miles. The lead machine, with sixty gallons of fuel remaining in the tanks for the crossing of the Timor Sea and landfall in Australia, descended at Koepang and was refueled before completing the journey.

All three aeroplanes had easily surpassed the existing distance record, credited to the Soviet Union for a flight of 6,306 miles from Moscow to California by way of the polar regions. The British craft which halted at Koepang had flown non-stop 6,600 miles; its two companions went on to smash the record by no less than 356 miles. From start to finish the flight was a triumph of organization. Using elaborate "blind" flying instruments when in cloud and by night, steering a course by observations of the stars, and aided by automatic pilots, the nine men who comprise the crews of the three aircraft maintained a well-nigh perfect course over sea, desert and jungle. Over the Netherlands, East Indies they ran into violent storms and head winds which at times reduced speed made good over the ground to around 110 m. p. h. Throughout the amazing journey their radio apparatus kept them in touch with each other and with ground stations which flashed back news of their progress to Air Ministry headquarters in London.

### AZORES AS A MID-ATLANTIC HALL FOR REGULAR IMPERIAL AIRWAYS SERVICE

Having completed a year's survey of mid-Atlantic flying conditions in the vicinity of the Azores Islands, Captain George I. Thompson, D. F. C., an Imperial Airways pilot, has returned to England.

Although the islands present certain geographical difficulties, Captain Thomson recommends that the route should be seriously considered as an alternative in winter to the more direct flight from England to New York via Ireland and Newfoundland.

"With the full co-operation of the Portuguese meteorological and radio service to Horta", says Captain Thomson, "a series of experimental winter flights can usefully and safely be carried out. These surveys would furnish material which would enable us to decide whether certain schemes for improvement of the harbour facilities can be profitably proceeded with".

In the course of his surveys Captain Thomson visited each of the nine islands comprising the group, surveyed the alternative aerodrome sites on these mountainous islands and in particular made careful daily observations of sea conditions from the point of view of flying-boat operations.

He also obtained from the Portuguese meteorological Department at Horta daily records

of cloud height, visibility both at ground level and in the upper air, direction and speed of wind, rainfall and tidal currents. These reports he supplemented with notes from his own observations. His report also covers wireless and direction-finding facilities available at Horta.

Captain Thomson's wide experience as a pilot of both landplanes and flying-boats renders his report on these matters valuable from a technical point of view.

### SCIENCE IN AIR TRANSPORT: ELIMINATING INSECT-PESTS ON EMPIRE ROUTES

Successful pioneer research - work by Imperial Airways

Among problems science has to overcome, in connection with air routes operating through tropical territories, is the elimination of insect-pests such as mosquitoes, which are of course potential carriers of disease. In conjunction with scientists, technicians, and official departments, Imperial Airways has for some time past been conducting pioneer experiments with a view to developing an insect-destroying equipment suitable for installation in air-liners.

The success attending this research has just been illustrated by a demonstration at the Imperial Airways Experimental Department in London, during which several hundred live mosquitoes of a potentially disease bearing type — provided by the London School of Hygiene and Tropical Medicine — were destroyed by the apparatus employed. This comprises a lightweight portable vapouriser, and also a method whereby insecticide is sprayed through tubes fixed round aircraft mail and freight compartments. The pyrethrum insecticide used is of a special non-inflammable type, innocuous to everything except insect life.

### IMPERIAL AIR CAPTAIN COMPLETES 21 YEARS AS A PILOT

English Channel crossed 6,000 times and 96,000 passengers carried

Another of the veteran pilots of Imperial Airways has just reached a further milestone in his flying career. This time it is Captain O. P. Jones, and the landmark he has now attained is the completion of twenty-one years as a pilot of aeroplanes.

Since he first began flying, Captain Jones has sat at the controls of more than fifty different types of aircraft — these machines ranging from a tiny low-powered light aeroplane to the great 3,000 h. p. Imperial "Ensign" air-liner.

Entering civil aviation from the Royal Air Force, Captain Jones was engaged at first in commercial air ventures of his own, taking up

## A TRENCH UNDER THE SEA

One of the most interesting experiments in the history of submarine cable-laying was successfully concluded a short time ago, when the British cable-ship "Lord Kelvin" put into port after burying large sections of two of the Western Union Telegraph Company's transatlantic cables. A great obstacle to the success of a submarine telegraph service is the damage caused by trawlers to such sections of the cable as pass over well-frequented fishing grounds. Breakages in the cables are costly to mend, and it has been estimated that three of the cable companies have together spent an average of £1,000 a week for the last ten years in repairing trawler-breakages.

During the last four years extensive experiments have been made by the "Lord Kelvin" with a method of "ploughing in" the cables to a depth varying from 6 to 22 inches. These experiments have been so successful that the buried cable is considered safe from any undesirable interference short of an upheaval of the sea-bed itself. Two out of the Company's eight transatlantic cables have had their vulnerable sections ploughed in across the extensive hake-fishing grounds which lie several hundred miles off the British coast, and work will soon be started on the remainder; a job that will take about two years to accomplish. As a result of the cable ship's work, interruptions which were formerly constant in a 2,600 letters-per-minute service have now entirely disappeared. The 9-ton plough which cuts the furrow and lays the cable is of British construction; and it is hoped to improve the apparatus so that a 4-ton cable may be buried to a depth of 36 inches, making it reasonably safe from enemy interference in time of war.

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passengers for joy-rides, giving exhibition flights, and being associated for a time with Sir Alan Cobham. He also flew on early cross-Channel services before joining Imperial Airways.

During all his flying at the controls of air-liners on continental routes, he has made approximately 6,000 aerial crossings of the English Channel.

Royal travellers, statesmen, well-known business magnates, stage and screen stars, athletes, explorers, jockeys, and many others, have sat in the saloons of aircraft piloted by Captain Jones. Altogether, during his flying career, he has carried 96,000 passengers. And not one of the aircraft he has piloted has ever met with a serious accident; and not one of his thousands of passengers has sustained injury.

London Letter

(Concluded)

"Most-Shot-At" Administrator

Sir John's acceptance of the post of Governor of Bengal in 1932 was a courageous act. Nobody was particularly anxious to undertake the task of pacifying that then rebellious Province.

But Sir John succeeded — and acquired the unenviable title of "the most-shot-at man in the world".

It was characteristic of his administration that he reprieved one of his would-be assassins (who had been sentenced to death) with the remark — "If he is given useful work he will forget politics".

When Sir John returned from Bengal, City Directorships were showered upon him. It is no secret that he refused the Chairmanship of Imperial Airways, now held by Sir John Reith. His appointment to the Cabinet has meant the resignation of these lucrative posts.

A Great Explorer.

Sir Hubert Wilkins has arrived at Cape Town to take part in yet another Antarctic Expedition, organised by the American, Mr. Lincoln Ellsworth.

Explorer-internationalists in the best sense of the word — seem to spend a great deal of their time looking for each other when they get lost.

Sir Hubert has been on many such hunts. He succeeded some years ago in rescuing his present partner, Mr. Ellsworth, and last year he took part in a long and fruitless search in the Arctic for the missing Soviet airman Levenovskii.

On that occasion an expedition had to be sent out after Sir Hubert himself. He was eventually rescued and was invited to broadcast on his experiences. But Arctic life is exhausting work, and when zero hour for the broadcast arrived, the explorer was asleep.

By Submarine to the Pole.

Sir Hubert's first Arctic expedition was with the explorer Stefansson in 1913. After the War, he was the first airman to attempt a flight from England to Australia, a project which failed, but which in those early days of flying was evidence of remarkable vision.

In 1923 he flew across the North Pole and in 1927, his eyes still on the future, he attempted to reach the Pole by submarine. But the submarine was old and had finally to be buried at sea.

Sir Hubert is undaunted. He still hopes to reach the Pole in this manner, but so far it has proved impossible to build a suitable under-water craft.

The present expedition under Mr. Lincoln Ellsworth will attempt to explore the hitherto uncharted Enderby Land.

Sir Hubert believes that a close study of Antarctic weather conditions may enable long-range weather forecasts to be made for the rest of the world, and he dreams of establishing twelve meteorological stations in the ice wastes of the South.

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AN ADVANCE IN EDUCATION

Some time ago, when a new Education Act was passed in Great Britain providing that from 1939 the school leaving age for State-educated children should be raised from 14 to 15 years, education authorities and other interested bodies immediately began to investigate and plan in order to ensure that this extra year should indeed be the crown of school life by providing some kind of background for the children's adult life. Local authorities in no less than 17 educational areas passed by-laws raising the leaving-age to 15, and the results of their valuable experiments will be incorporated in the whole of the State-controlled educational system when the Act comes into force.

A report on the result of this preliminary work is now published, and from this it is apparent that a radical change in State education will result. From the age of 11 the scope of the children's education will be greatly enlarged, each child being led in the direction where its natural abilities can be utilised to the best purpose. Great attention will be paid to physical education, which will be a combination of exercises, dancing, games, biology and hygiene. During the last year the children will be shown the duties and advantages of citizenship, their initiative will be encouraged by the formation of all kinds of societies, by their own choice of subjects in the school curriculum, by discussions on politics and local government, and, as far as the girls are concerned, by giving them an opportunity of running a home in which they must act in turn as hostesses, and perform all duties connected with efficient and economic housekeeping. It is evident that children educated under such conditions have a far better chance of dealing with life than had their predecessors, whose studies, however sound, were almost entirely confined to books.

SOUTH AMERICAN HANDBOOK FOR 1938

The Trade and Travel Publications Ltd., have published the fifteenth edition of the well known South American Handbook which is a very useful vademecum for all those interested in the countries of Central and South America. The handbook gives full particulars essential to a business man, a tourist or a prospective settler in this part of the world. Furthermore, it gives full information on shipping, air transport and railway connections in South and Central America. In Poland the book is on sale at the office of the Royal Mail Lines or Messrs. Gebethner and Wolff in Warsaw.

A DANISH JOURNALIST ON POLAND

The Polish Institute for Collaboration with Foreign Countries lately arranged a lecture by Mr. William Jensen, a well known Danish journalist, who has been spending some months in Poland, during which time he has studied the country, the people, their art and culture. Mr. Jensen in his lecture presented his large audience with a full and interesting picture of contemporary Poland as seen by a sympathetic foreigner.

THE WORK OF THE ANGLO-POLISH SOCIETY AT GDYNIA

The Anglo-Polish Society at Gdynia has entered upon the sixth year of its existence. At the annual general meeting, held some time ago, an encouraging report of the Society's work during the past year was given.

The aim of the Society is to spread the knowledge of English in Gdynia, and to promote cultural co-operation between England and Poland.

In order to achieve this the Society arranged weekly meetings, lectures, readings and parties. Invitations were sent not only to members but also to English tourists who visited Gdynia in Polish and British ships.

The Society had amongst its lecturers such excellent speakers as Prof. Clapham of Cambridge, Mr. Hugh Rutledge, the well-known mountaineer, who spoke on his Mount Everest expeditions, Mr. G. Shepherd, British Consul General at Danzig and others. Mr. Ronald Hazell, Vice-Chairman of the Society, and other members, gave a number of lectures on various interesting subjects. Last year there were in all 43 meetings, with over 30 lectures, at which the attendance averaged between 60-70 persons.

Instruction in English is included among the activities of the Society, and a lecturer and secretary is engaged from England. According to the Society's tradition, a young graduate of Oxford University is engaged every year for that position. Mr. Joan Richard Wheeler of Merton College, Oxford was the Society's secretary last year, and over 80 persons attended his classes.

The Society's library of almost 700 volumes contains modern English fiction, and books on English culture and history. It is enlarged yearly by 80-100 new books, carefully selected for their literary value.

The Society owes gratitude to the British Council for their assistance in this work. As the number of members is at present well over 200, and still constantly growing, the Society may face the future confident of further success. At the general meeting in appreciation of the past year's work, the Committee was re-elected, with Dr. Roman Słazka as Chairman, Mr. R. U. D. Townsend of Christ Church, Oxford is the Society's English lecturer and secretary for this year.

NEW ART EXHIBITIONS

On 5th November, the Tenth Polish Salon of paintings, sculpture and etchings was opened in the premises of the Institute for the Propagation of Art (IPS) at Królewska 13. The exhibition which is most interesting, presents the works of the majority of Polish contemporary artists and will be open throughout the current month.

In the premises of the Committee of the Friends of Polish Art (Królewska 17) an interesting exhibition was opened on 10th November of paintings and drawings by Mlle Suzanne Tourte, a French artist who has been spending some months in Poland.

EXHIBITIONS

I. P. S. X Salon  
**MUZESUM NARODOWE**, Warsaw exhibition.  
**ZACHĘTA** "Modern Paintings"  
 English conversation wanted in exchange for German. Write Warsaw Weekly for Nr. 28.

THE ACTIVITIES OF THE CIRCLE FOR STUDY OF POLISH — BRITISH COMMERCIAL RELATIONS AT WARSAW

In the second half of 1937, the Polish-British Chamber of Commerce, with the view of extending its activities, organised a circle for students interested in the problems of the British economic market, for the study of this question from the practical angle.

The first meeting took place on 18th November 1937, at which were also present representatives of the Ministry of Commerce and Industry and the Council for Foreign Trade. The aims of the circle were defined as follows: investigation of the economic life of Great Britain and its relations with the Polish market, arrangement of lectures on the same subject, study and publication of material on economic conditions in Great Britain, study of the English language and kindred subjects.

The circle at present has 56 members. During the past year 19 meetings were held, at which different lectures were given followed by a debate; also 9 meetings for larger audience, and 5 debates in English.

The members of the Circle have the use of the library and the reading room of the Polish-British Chamber of Commerce. The Committee has approached some leading economic periodicals in England, India and Poland with a request for a supply of their publications. The Circle is meeting in a room of the premises of the Chamber, which also supplies them with stationery.

The present Committee of the Circle consists of Mr. Roman Ujma — Chairman, Mr. Wilhelm Stachura — Vice-Chairman, Mr. Z. Bystrzejewski and Mr. M. Maleszewski — members; Mr. E. Piekarz and Miss A. Rogulska — secretaries.

FOREIGN PLAYS ON THE WARSAW STAGE

The **TEATR NARODOWY** presents "Frédéric" a most interesting play with a psychological background, by a young French playwright M. de Peyret-Chappuis. The play offers splendid opportunities for the feminine roles. The leading part is played by Miss Irena Eichler, who attains the highest artistic level and thereby focusses on herself the attention of the entire audience. Also Maria Duba and Zofia Małycka give two unforgettable interpretations as mother and sister of the heroine, on the other hand Elżbieta Barszczewska is not suited to her role. Messrs. Białoszczyński and Milecki assist the feminine ensemble at their best.

Antoni Cwojdzicki is responsible for the artistic production of the play.

The **TEATR NOWY** presents the well-known play **Laburnum Groves** by J. B. Priestley. In the first place the splendid interpretation of Alexander Zelwerowicz in the role of Daniel Radford must be mentioned. Some moments of his acting and especially the dialogue with the Scotland Yard Inspector (played very well by Arthur Socha) are first rate. The whole cast including Misses Gella, Jarszewska, Wasiatwiska and Messrs. Wesolowski, Ciecierski, Socha and Zulkowski do their best to make the performance attractive.

CH.

**STUDIO**, La Jona in "Es leuchten die Sterne" (German Musical)

**STYLON**, "Professor Wilezur" (Polish Drama)

**SWIATOWID**, Paul Muni in "The Woman I Love"

**VICTORIA**, Karłowicz and Bodo in "Straszny Dzień" (Polish Drama)

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

THEATRES AND MUSIC

CINEMAS

- ATLANTIC**, Corinne Lucière in "Prison sans barreaux" (French Drama)
- BALTYK**, Ditta Parlo and Erich v. Strobel in "Ultimatum"
- CAPITOL**, "Florian" (Polish Drama)
- CASINO**, "Gehenna" (Polish Drama)
- COLOSSEUM**, "Grania" (Polish Drama)
- EUROPA**, Prisciella and Rosemary Lane in "Four Daughters" (Fanny Hurst's Novel)
- IMPERIAL**, Fernandello in "The Jolly Orderly"
- PALLADIUM**, Deanne Durbin in "The Flapper" (American Comedy)
- PAN**, Paula Wessely in "The Daughter of the Witch-doctor"
- RIALTO**, Robert Young in "The Tyrolean Inn" (Comedy)
- ROMA**, Jeanette MacDonald and Nelson Eddy in "The Girl of the Golden West" (American Musical)

BRITISH PASSPORT CONTROL OFFICE

ULAZDZOWSKA 18, WARSAW

No 115/16 The following persons are entitled to receive visas or immigration certificates for Palestine:

No. of certificate	NAME	Age	Category	Last date of visa	Administration (if different from that of the holder)	Address
2404	138 PERKAL Aron	18	G	—	30.11.38	Maków Mazowiecki
2404	139 FISCHBACH Moses	36	G	—	31.12.38	Czortków
2406	1119 SCHREIBER Miral	20	G	—	18.5.29	o/Adela Sarobei, Turka n/Strzym
2406	1120 ROZENTHAUM Chana	29	H	—	6.4.39	Lodz
2408	121 RADZIMSKI Josef	28	H	—	19.1.39	o/ Kurjer Poranny, Warsaw
2408	1122 MESSNER Rachela	24	G	—	23.4.39	Stowickiego 20, Przemysl
2377	106 GELBER Salama	59	G	—	14.6.39	Grochowska 282, Warsaw
2408	109 ANKIER Dina	28	G	—	17.2.39	Powyski 37, Warsaw
2408	104 MACHEREWICZ Chana	63	G	—	11.2.39	Marsjańska, 28, Katowice
2408	1123 CHAZEN Basia	78	G	—	25.4.39	Wahogrodka, pow. Krzemieniec
2408	1125 RABINOWICZ Gola	33	G	—	15.11.38	Marsjańska 26, Warsaw
2408	1124 OSTENBERG Majken	27	H	—	27.4.39	Rawa Runka
2408	1126 OSTENBERG Mieszalpa	—	G	—	30.11.38	Warsaw

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