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4th YEAR

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London Letter

by „The Londoner“

An English Princess.

Queen Maud of Norway, who died last week, was the favourite sister of King George V, and was loved in the country of her birth as sincerely as in the land whose throne she called to share.

Brought up at Sandringham, the country residence of English kings, she never lost her devotion to the English countryside. When love and duty called her across the sea her father, King Edward VII, gave her Appleton House on the Sandringham Estates, to be a permanent link with her native land.

She frequently came back and stayed there, and was never happier than when she was working in the peaceful garden.

King Carol's Visit.

The British genius for impressive pageantry has been seen at its best during the State visit of King Carol.

The highlights, from the point of view of the onlooker, were undoubtedly the State Banquet at Buckingham Palace, the visit to the Guildhall where the City of London produced its own brand of ancient and colourful pageantry for the visiting sovereign — and the State Reception at Buckingham Palace.

Those invited to Buckingham Palace for the first time are impressed by its vast size — which — can scarcely be judged from the exterior.

The inner courtyard, for example, round which the State Reception rooms are grouped, is nearly twice the size of the forecourt visible to the passer-by.

Pageantry and Informality.

Wednesday night's reception was a happy blend of traditional etiquette and modern informality. The Royal party, as usual, broke up into smaller groups, and took different routes through the crowd of guests.

There was no suggestion of the reception being a burden of State — the King and Queen looked as if they were thoroughly enjoying themselves.

King Carol and Crown Prince Michael, the guests of honour, moved slowly through the throng, chatting to old friends or to those who were presented to them.

They were in remarkably good spirits after what must have been a very tiring day.

The Gold Plate.

Owing to the fact that the Roumanian Court is still in half mourning for the death of Queen Marie a State Ball could not be held, as would normally have been the case. This must have been a great disappointment to King George and Queen Elizabeth, who are known to be extremely fond of modern ballroom dancing.

One of the most vivid impressions carried away from the reception was of the scarlet and gold of the supper room.

The whole of one wall was covered with a collection of gold plate. This stood out strikingly against the scarlet velvet which formed its background, and harmonized with the scarlet and gold liveries of the footmen.

Ruling the Air Again.

Sir John Reith, who has long been "on the air" as Director-General of the British Broadcasting Corporation, will now be concerned with weightier traffic than words.

As Chairman of Imperial Airways he will be responsible for the construction of the new public corporation, which is to be from the two great English civil air lines — Imperial Airways and British Airways.

Sir John's experience fits him peculiarly for this task. For it was he who built up the B.B.C. from nothing, and made it a public institution, new in its functions, but traditionally English in its flexibility, its independence and its integrity.

The problems of the new Civil Airways Corporation will be different in detail, but the same fundamentally as those which Sir John has already tackled. There is every reason to suppose that he will be equally successful.

"Iron Lungs" for the Empire.

The announcement that Lord Nuffield will supply "iron lungs" to every hospital and health centre in the British Empire has been welcomed alike by doctors and the general public.

The "iron lung" — which, incidentally is now made out of three-ply wood — is an instrument which enables the process of breathing to be carried on mechanically by the patient whose lungs are unable to function owing to muscular paralysis.

The scarcity of these instruments has caused a number of deaths. Every medical man has known the tragedy of watching a patient die through lack of proper life-saving equipment. Now, Lord Nuffield's gift will mean that, in the case of Infantile Paralysis (poliomyelitis), this want will be filled.

It is typical of Lord Nuffield's thoroughness that his gift will cover the most remote places. As he has said, "No one in the Empire who applies will be turned down where it can be proved that the machine will be of real service. I am prepared to go to any number."

A Great Philanthropist.

In a recent speech, Major General Beith ("Ian Hay") declared that he had never known Lord Nuffield refuse a worthy appeal,

The Anglo-Italian Agreement

By Andrew Blackmore.

The second important step in the development of the policy of Mr. Neville Chamberlain, the British Prime Minister, which he hopes will create a new era of peace and confidence in Europe, was taken on the second of November, when the House of Commons agreed by 345 votes to 130 to bring into force the Anglo-Italian Agreement, which was negotiated on the 16th of April last. The first step was the signing of the Munich agreement, which settled the quarrel between Germany and Czechoslovakia and saved Europe from a devastating war. The Anglo-Italian Agreement will, it is hoped, eliminate various difficulties which have for long been a source of friction between the two countries.

When the Agreement was negotiated, it was agreed that it should enter into force only when a settlement had been reached in Spain.

Mr. Chamberlain held that the withdrawal by Italy of 10,000 men from Spain, and Signor Mussolini's undertaking to withdraw all Italian forces when the Non-Intervention plan comes into operation, is a sufficient guarantee that the terms of the Agreement have been met, and that it should now become operative. This will involve the recognition of the Italian conquest of Abyssinia, which in its turn should lead to the removal of a number of small but awkward differences in various parts of Africa and the Near East. Both parties disclaim any desire to make any territorial changes in the Mediterranean area. There was some criticism of the Agreement during the debate in Parliament; but on the other hand the Prime Minister read to the House of Commons messages from the Governments of the Dominions of Australia and South Africa giving their cordial support to it as step towards general peace.

or fail to give to a worthy cause. His latest, and greatest, gift more than bears out this statement.

Lord Nuffield has an amazing career. He began — not so many years ago — with a little bicycle shop in Oxford, remembered by many who were undergraduates before the war.

He was the first motor manufacturer to produce a "people's car" — a really efficient four-seater at a price within the reach of majority of Englishmen. His career proves once more that Great Britain offers opportunities to all her sons. And no man could have made better use of the wealth which success brought him.

The gift of the "iron lungs" brings the total amount of his charitable gifts to the astonishing figure of £12,000,000.

(Continued on page 4)

The Order of the Garter



King George VI and Queen Elizabeth in the Garter procession at Windsor

Founded by King Edward III in 1349 as an Order of Knights to consist of himself, his children and the bravest in the land", the Order of the Garter is both the oldest and the most exalted chivalrous fraternity in British history. Indeed it is the oldest Order in the world: The Golden Fleece which comes nearest to it in antiquity was not founded until 1429. The Garter is the highest honour which the King can bestow and the founder's declaration that none could be admitted to it „except he be a gentleman of blood and a knight without reproach“ still holds good today.

Admission to the Order is customarily limited to foreign monarchs, Princes of the Blood and British statesmen, with an exceptionally distinguished record of public service. Foreign rulers have been admitted periodically since 1408 when John I of Portugal and Eric IX of Denmark were appointed. King Carol's father, King Ferdinand, his great-uncle King Carol I and his maternal grandfather, the Duke of Edinburgh were all K.G.'s.

The King is Sovereign of the Order and the Queen and Queen Marj are Ladies of the Order. There are only eight foreign Knights of the Garter. These are the King of Italy, ex-King Alfonso, the King of Sweden, Norway and Denmark, the Emperor of Japan, the King of the Belgians and King George of the Hellenes. The British Knights include the Dukes of Windsor, Gloucester and Kent, the Duke of Connaught, the Duke of Portland, the Earl of Derby, Marquess of Salisbury, Marquess of Londonderry, Earl of Harewood, Viscount Halifax, Duke of Norfolk and Earl Baldwin.

The motto of the Order, „Honi Soit Qui Mal y Pense“ traditionally derives from an episode at a Royal ball in the 14th century. Edward III was dancing with the Countess of Salisbury when her garter fell to the ground. The King picked it up and tried it round her leg. Observing the smiles of his courtiers he exclaimed „Honi soit

qui mal y pense“ — dishonoured be he who thinks ill of it — and forthwith made a lady's garter the badge of the highest Order of Chivalry.

The headquarters of the Order is St. George's Chapel, Windsor Castle, where periodical Garter Services are held. At these the King presides and afterwards entertains the Knights and their ladies to a banquet in the Waterloo Chamber of the Castle. In the chapel, each Knight has his own stall. His arms are engraved on the back and his banner hangs over it. On the alter in the chapel still stands the sword of King Edward III, the founder.

The decorations, or insignia, of the Order are of great historic significance. The Garter, worn below the left knee by all except the King and Queen who wear theirs on the left arm, is of dark blue velvet edged with gold. The motto appears on it in gold lettering. The collar is made of twenty-six gold medals, linked with a chain. It weighs about a kilo. Suspended to it is a badge showing St. George killing the dragon. This badge is known as „the George“. The „lesser George“, a smaller badge, is attached to the broad blue ribbon of the Order which, passing over the left shoulder and under the right arm is worn on all ceremonial occasions.

At Garter services, and on important state occasion such as Coronations, the Knights appear in full Garter robes. These include a dark blue velvet mantle with an eight-pointed silver star, surrounded by a miniature Garter, on the left breast. Knights also wear a black velvet hat with a white plume held in place by a diamond clasp, a crimson tunic and hood.

On the death of a Knight, his insignia is returned to the King. All the stars and badges are exactly alike and a new K. G. cannot tell who had his insignia last. The stars now in use are about 200 years old.

FLYING NEWS

A WEEK OF BRITISH FLYING NEWS.

New airliners, capable of maximum level speeds of nearly 300 m. p. h. and built for passenger transport in the attenuated air of the great heights, are on order by the Air Ministry from the Fairey company, constructors of Naval Air Branch aeroplanes and of the Battle bomber which is now in large production for the Royal Air Force.

Models of the new transport planes have been thoroughly tested in the new Fairey wind-tunnel, a colossal structure housed in a special building at the company's factory at Hayes, near London. This is the largest privately owned wind-tunnel in the world. There the research workers have obtained data for the basic design of the new aircraft, which will be four-engine low-wing monoplanes built entirely of metal to the "stressed-skin" formula, in which the external coverings of wings and fuselage carry much of the loads and stresses imposed on the structure in flight. Power will be supplied by four 1,000 h. p. engines, each driving a constant-speed controllable-pitch airscrew — aviation's analogy with an infinitely variable gear in an automobile.

Construction will start at once. The new airliners are scheduled for full production in 1940. Their specification embodies the operational experience of British Airways and other leading air transport concerns. Long range high speed and big load capacity are cardinal points in design.

Non-stop journeys between London and any European capital will be within the scope of the Fairey airliners. Their top speed will be approximately 275 m. p. h. and normal operational cruising speed, at a height of 10,000 feet above sea-level, will be 220 m. p. h. Further, the basic design provides for a "supercharged" cabin enabling passengers to travel in comfort at great heights, thereby enabling higher speeds to be achieved at levels unaffected by bad weather which may prevail lower down.

"Tricycle" Landing Gear.

Normally, the aircraft will carry thirty passengers and have a range of about 1,000 miles. With full tanks and fewer passengers it will be able to fly more than 1,500 miles non-stop. An interesting feature of design is the retractable "tricycle" undercarriage, which has a wheel at the nose of the fuselage instead of at the tail. Advantages claimed for the tricycle form are easier landings, and preservation of the fuselage at all times in the horizontal position — an important detail in the comfort of passengers who may be sleeping when landings are made; the orthodox tail-wheel arrangement means that the aeroplane must taxi over the ground with the tail down, and the seats or berths consequently inclined at an angle.

The Short company is also building new fast landplanes, in addition to big commercial flying-boats. Three Short land-planes are on order, one of which will be a "stratosphere" airliner with two supercharged cabins for passengers and crew. Each of them will have a range in calm air of some 3,000 miles.

Cruising at 200 m. p. h.

In the smaller category of airliner, the de Havilland company is going into production early in 1939 with the Flamingo high-wing monoplane, a twin-engine craft designed to cruise at more than 200 m. p. h. with twelve to seventeen passengers. The Flamingo is built entirely of metal and has two Bristol Perseus sleeve-valve 900 h. p. engines. Passenger saloon and baggage holds are exceptionally spacious.

Evidently, Great Britain is not forgetting civil aviation in spite of the paramount needs of the Royal Air Force expansion. The new Fairey, Short and de Havilland airliners will more than challenge comparison with the world's best.

Building air power.

Further indication of the immense scale of Britain's plans for air power expansion is provided by the Prime Minister, speaking to Parliament, Mr. Chamberlain said: "In May next, the rate of



A Bristol "Blenheim" of the Royal Air Force.

output of our aircraft will be between two and three times what it was in May last, and by May, 1940, it will be four times as great. Arrangements have been made which will enable the increase to be continued still further."

Already British aircraft and aero engine factories employ more than 100,000 workers. (For comparison, the United States aircraft industry has less than 40,000.) In the past two months labour has increased by 15 per cent, and is growing rapidly. Output in May this year — the datum adopted by the Prime Minister — was already considerable. New factories are being built. Great extensions of the nation's productive organization, including expansion of sub-contracting, are materializing.

Business men have been brought into the Air Ministry to facilitate production. The Director-General of Production is Mr. Lemoine, formerly a vice-president of the London, Midland and Scottish Railway, who has achieved great success in accelerating and improving the manufacture of locomotives and rolling stock. He is assisted by a Deputy-Director. Under him are several sectional directors who are responsible for the various aspects of production. They comprise men in charge of "air-frame" (an aeroplane without its powerplant) production; engine production; armaments and

equipment production; supply of raw materials; supervision of sub-contracting; and supervision of government factories. In addition, there is a director of "war planning", responsible for meeting the war requirements of the Air Force, and a director responsible for coordination who, in general terms, must see that the components which are required for the complete aeroplane are delivered at the right place in right quantities and at the right time.

Expenditure Up Twelve-Fold.

Those directors, declared Mr. Chamberlain, were nearly all business men who were brought in from outside. He added that production had been organized in a way to secure the full benefit of full production from the outset, and so that a number of firms can concentrate on the same type of aeroplane.

Mr. Chamberlain cited figures to show the growth of the Air Force. Expenditure by the Air Ministry, he said, was growing from £27 millions in 1933 to about £200 millions next year; the 1939 figure would be twelve times what was the level of the Air Estimates in the years 1929 to 1934, and double the total expenditure on all three fighting Services in 1932-3. The increase of £80 millions in one year — from 1938 to 1939 — is more than the whole Defence Estimates in 1913-14.

Transatlantic output.

Canada will begin her part in augmenting the Empire's capacity for military aircraft production by fulfilling an "educative" order for Handley Page Hampden high-performance bombers. This type of aeroplane is one of two modern warplanes in its category which are now working up to "peak" production in this country. Subsequently, the Canadian factories will be given further orders on a larger scale for aeroplanes of a still more advanced kind which will be built "in parallel" with the later stages of the initial order.

Sir Kingsley Wood, Secretary of State for Air, has informed Parliament that the Canadian aircraft firms concerned have undertaken to maintain during the next ten years a manufacturing capacity available, if required, to fill further potential orders similar to the initial order. He said that the contractual arrangements had been made with the new central company — Canadian Aerial Aircraft, Ltd. — which had been created expressly for the scheme. That company, he recalled, would control manufacture and provide two central establishments, one at Montreal and the other at Toronto. Later, those two factories would themselves develop full manufacturing facilities, while serving as central erecting shops for final assembly of complete aircraft from components supplied by six associated aircraft companies.

The Minister said that negotiations were also proceeding in London with two Canadian companies for the construction of fighter and general reconnaissance aircraft, at Fort William and Vancouver respectively.

Warplans on show.

Britain is admirably represented at the sixteenth Paris international aeronautical Salon, which was opened in the Grand Palais, Champs Elysées. Eight manufacturers of aircraft and aero engines have taken space, and fifteen firms which make instruments, airscrews, and accessory components are showing their products — on other stands. In addition, the Air Ministry has, for the first time in the history of the Paris Salon, taken a stand which illustrates the equipment and work of the Royal Air Force.

The Palestine Problem

By Joseph Martin.

The Arab revolt.

Since the Arabs attacked some Jews at the Wailing Wall in Jerusalem in August, 1929, the situation in Palestine has steadily deteriorated. A succession of isolated murders by Arabs led up to comparatively small but organised outbreaks under various terrorist leaders. These terrorist bands were finally united into a well-equipped, armed and organised revolutionary Arab force, against which increasing numbers of British troops had to be used. Now there is a definite military campaign in progress. During the three months of August, September and October this year, exclusive of armed Arab rebels killed or wounded in action, 29 British, 144 Jews and 231 Arabs were killed, and 75 British, 232 Jews, and 179 Arabs wounded in engagements of various kinds. Meanwhile the British Government has steadily continued to seek some means of reconciling the conflicting claims of Arabs and Jews.

The origin of the present Palestine problem was the "Balfour Declaration", which was first published twenty-one years ago.

Its two main clauses stated that the British Government viewed with favour the establishment of a national home for the Jews in Palestine; but it must clearly be understood that nothing must be done which would prejudice the rights, civil or religious, of the non-Jewish community. The Declaration was approved by President Wilson of the United States of America and by the French and Italian Governments. A Mandate to govern Palestine was conferred later on Great Britain by the League of Nations, with the consent of the U. S. A. The problem therefore concerns not only the British Government, the Arabs and the Jews, but the League of Nations as a whole and the Government of the U. S. A.

Unfortunately, the hope that the Arabs and the Jews would be able to adjust their conflicting interests in such a manner that a single self-governing commonwealth could be established was not fulfilled. In the first place, the pressure upon the British Administration to find room for the ever-increasing numbers of Jewish refugees from the anti-Semitic wave in central Europe

has been intensified, and in the second place there has been a growth of Arab nationalism and an increasing concern among the Arabs for the future political destiny of Palestine. Bound up with these has been a number of other financial, economic and political problems of various kinds.

Towards a solution.

A Royal Commission appointed two years ago to examine the problem of the Arab outbreaks came to the conclusion that the conflict between the two races was irreconcilable, and recommended that Palestine should be partitioned and separate Arab and Jewish states be formed. The Jews would be given their National Home — though more limited in extent than they had hoped; the Arabs would be released from their fear of Jewish domination and would gain their National Independence. The recommendations of the Commission, which were published on the eighth of July, 1937, were unanimous, and they were accepted by the British Government. Last March a Palestine Partition Commission was appointed to explore the practical application of the principles of partition, and this Commission's report has now been

published, together with the Government's "Statement of Policy".

During the period that elapsed between the work of the two Commissions conditions had still further deteriorated, and the principal conclusion of the later report was that, for financial and economic reasons, the Commission regard the division of Palestine into two sovereign states, one Jewish and one Arab, as not practicable. Three plans for partition were examined, and all were rejected by the Partition Commission, which gave many convincing reasons why the schemes should be abandoned. The Government accepted the Commission's point of view and decided to continue their mandatory responsibility for the whole of Palestine, and to invite the Jews, the Palestinian Arabs and the neighbouring nations and Arab race to co-operate with them in London in order to arrive at an Arab-Jewish understanding.

Should this conference fail to reach a solution within a reasonable time the Government would hold itself free to impose its own solution. Moreover, the Government reserve the right to refuse to accept as delegates of the Palestine Arabs any person

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whom they regard as responsible for the campaign of assassination and violence. The immediate response from both Arab and Jewish quarters in Palestine was, to say the least, not enthusiastically in favour of the proposed conference. But it is hoped that closer consideration of the Government's invitation will modify present objections, that the two parties will wholeheartedly cooperate in the British Government's efforts to solve the problem by negotiation, and that peace, order, and security may be reestablished in Palestine through a settlement-by-consent of the Arab-Jewish quarrel.

"SEA HORNETS"

Britain's New Motor Torpedo - boats
From our Naval Correspondent.

British skill in marine design has seldom shown to better advantage than in the „Motor Torpedo Boats“ now coming into service in considerable numbers. Building a fast motor boat is, in itself, a fairly simple matter, but to build a real sea-going craft of this type is far more difficult. These little ships — and they are only 60 feet long — can keep at sea for fourteen days on end, they have a cruising range of 1,000 miles at 25 knots and their battle speed is almost double this figure.

German batteries on that April night when the Royal Navy blocked Zeebrugge, and on another occasion, a C.M.B. entered that harbour in broad daylight to torpedo a destroyer lying alongside the Mole. During those hectic years these mosquito craft tracked any enemy that came their way and the oceans have never witnessed a stranger combat than that between a flotilla of C.M.B.'s & fighting planes off the Belgian coast. The flotilla was surprised in the first light of dawn and the



A flotilla of British Motor Torpedo Boats leaving harbour

Various flotillas of these M. T. B's have received different armament; some carry two 18-inch torpedoes, some have light guns mounted, and some carry depth charges for anti-submarine work. For target towing, no ships in the Royal Navy can give the same touch of realism as these speedy motor boats. All that the firing ship can see is the rapidly moving target, the towing vessel being almost hidden by spray and invisible from any distance. First put into service in 1936, these little ships promise to become „general utility craft“ and already they are regarded as prize commands by young officers.

As far back as the 1880's, fast torpedo boats were carried on board list class battleships, in the same manner as torpedo carrying planes are carried today. However, it was not until the Great War that the small torpedo boat really established itself as a naval weapon. In British operations off the Belgian coast, and inside enemy waters, the Coastal Torpedo Boat proved invaluable — few branches of the service gained more honours than did the reckless crews of these fragile craft.

Coastal Motor Boats, known for short as C.M.B.'s, laid their smoke screen within 50 yards of the

planes came roaring down in power dives to rake the unsuspecting surface craft with a hail of machine gun fire. A few of the Coastal Motor Boats carried Lewis Guns but the majority had no heavier armament than rifles; yet the little squadron kept their formation and defended themselves as best they could against overwhelming numbers. The speed was terrific and as the boats twisted and turned the planes followed their course with deadly efficiency. Soon the ammunition on the British boats was exhausted, their hulls were riddled with bullet holes and their tiny cockpits crowded with dead or dying men. When rescuing destroyers reached the scene the battle was over, but the British Royal Navy was richer by another tradition of battle against odds.

These traditions of victory and disaster, of disregard for danger of constant effort, inspire the officers and men of the new Motor Torpedo Boat flotillas. Should you ever see these trim little craft darting across the waves, do not regard them as mere „speed boats“ or dismiss them as fantastic experiments. Speed boats they may be, but they are serviceable war ships as well. Like the hornet to which they are compared they carry a sting in their tail for the unwary.

TRADE UNIONISM IN GREAT BRITAIN

Trade unionism is a peculiarly English institution and it may justifiably be claimed that most of the foreign and dominions trade unions are founded on the English pattern. The development of the movement has been vigorous, for, although British laws of 1824 partially recognised trade unions, it was not until the middle of the 19th century that the movement took root and spread. Nowadays the trade unions are the greatest feature of the British labour system, and the reasonable manner in which labour disputes are conducted and settled has frequently drawn expressions of admiration from abroad.

Figures for the trade union membership in Great Britain and Northern Ireland at the end of

1937 have just been issued. They show that membership has reached the figure of 5,851,000, which represents an increase of over 10 per cent during the year, and this is the greatest increase recorded in the last 18 years. It is noteworthy that among the 1,033 unions is the largest single union in the world — the Transport and General Workers Union, with a membership of 685,000. This membership has increased by 37 per cent in two years.

There are now only two industries which show a smaller membership than the pre-war level. These are mining and textiles, but even in these cases the figures for 1937 show that lost ground is being recovered. It is a strange fact that increased membership of the textile unions is solely due to women. The

The History of Parliament

The English Parliament has served as a pattern for so many democratic parliamentary systems throughout the world that it has become affectionately known as "The Mother of Parliaments". It is therefore quite natural that an official history of this great institution should be something remarkable both in its historical and scholarly aspects. A Parliamentary committee reported in 1932 that sufficient data existed for a history of Parliamentary members and politics since the year 1204. For a long time the expense of the necessary research had been the chief factor militating against the undertaking of such a history, and the Committee estimated that the venture would cost not less than £30,000 by the time it was finished. Fortunately, offers of voluntary subscriptions ultimately made it possible to proceed with the work, the first volume of which appeared in 1936.

The second volume has just been published. This covers the same period as the first volume, from 1439 to 1509, but whereas the first volume was mainly biographical in character, the new volume concerns itself more with the parliamentary and historical aspects of the period. There is, for instance, a complete list of the Speakers who presided over the House of Commons during the period, with their offices and rewards; the latter range from such entries as "£40 a year" to the grim entry "Behaved". The present-day reward of the Speaker forms a pleasant contrast; a pension of £4,000 a year and a viscounty on retirement.

When this work is finished it will form the most illuminating history of the democratic system ever made, and it is a significant fact that a large proportion of the issue of the first volume was sold to democratic countries abroad, while libraries and institutions at home bought numerous copies for the benefit of the serious reader.

THE PRISON WITH UNLOCKED DOORS

The most progressive prison in the world is situated at Wakefield in England. It is a prison where the men do not live in cells but in rooms, decorated, if they wish, with flowers and pictures. The doors are unlocked and the men may smoke whenever they are not working. Furthermore, they are allowed visits from their wives, with whom they may stroll round the grounds and talk, secure in the knowledge that no prison official is listening. Nine miles away from the prison is a farm of 150 acres with accommodation for one hundred convicts, and here privileged men may work for pay which, although small, enables them to purchase such luxuries as jam and tobacco. There are no armed warders or wire fences to prevent escape; such things are unnecessary, for the convicts are placed on their honour. In the evenings the convicts meet in the recreation room, where they are joined in games and discussions by such of the prison officials as are off duty. Radio is available, and films and concerts are frequent.

This treatment has had most encouraging psychological results; only four per cent of the prisoners

women are gradually extending their field in industrial occupations there are, for example, woodworkers, gunsmiths, plumbers, carpenters, engineers and harness-makers. In fact, it will soon be difficult to find one out of Britain's 17,000 occupations where women are not represented.

Armistice Day in England 1938

A Retrospect.

Not since the first Armistice, when the elation of victory swept the country, has November 11th mean as much to the British people. In the intervening years they have stopped in their thousands to remember the men who died for freedom — now, 20 years afterwards, they ask whether the Empire's million dead gave their lives in vain.

When the King laid his wreath on the National Cenotaph in Whitehall, there was a new reverence, a new solemnity in the simple ritual of a Sovereign's homage. The surrounding streets were crowded with silent people; a dull monotone of grey broken only by the military uniforms of the troops and the white surplices of the clergy. The flags on the Cenotaph hung limp in the Autumn sun and the stillness was unbroken save for the whirring wings of the London pigeons. Along the busy Strand, in crowded Piccadilly, before the Royal Exchange, in every nook and corner of the gigantic city there was silence — a silence vibrant with emotion and pregnant with the new spirit of England. No proclamation, no compulsion, had brought these thronging citizens into the

streets — only a spontaneous wish to do honour to the dead.

Not a village in the British Isles was too small to send its sons to death; no hamlet was too poor to raise a memorial — here too there was silence. In one small town the Memorial Park had been scarred by air raid trenches, dug during the recent crisis, the very base of the stone cross being half buried in the turned up soil. Standing before the cross of remembrance, a local councillor, himself an old soldier, read out the beautiful lines of the familiar war-time poem:

„To you, with failing hands we throw

the Sword. Be yours to hold it high.

If you break faith with us who die.

We shall not sleep, though poppies grow

In Flanders Fields“.

He placed a wreath of scarlet poppies on the cross and, as he stepped back, you could sense the solemn resolve of his listeners; a silent vow repeated throughout the length and breadth of the Empire, a vow which must have echoed round the world — „We shall not break faith“

New York World's Fair 1939

New York — taking shape in foundations and steel framework, the pavilions of the nations of the world become increasingly visible as the New York World's Fair 1939 nears completion. Viewed from an airplane, the Foreign Zone of the 1216½ acre site reveals the importance of the vast Court of Peace, with a capacity of 50,000 persons, as the nerve center of this unprecedented assembly of three score governments that represent 90 per cent of the globe's inhabited regions.

In this broad area, dominated by the United States Federal Building and flanked by the Halls of Nations it hoped that a new spirit of international good-will may be born. The numbered sites, showing

7. Rumania, up in steel; 8. U.S.S.R.: foundations completed; 9. Czechoslovakia; 10. Japan, foundations started; 11. Belgium, steel partly enclosed; 12. Sweden, foundations started; 13. Turkey, foundations started; 14. Laagon of Nations; 15. France, steel being erected; 16. Brazil, foundations started; 17. British Empire, steel completed; 18. Italy, steel completed; 19. Chile, foundations started; 20. League of Nations; 21. Portugal; 22. Venezuela; 23. Poland foundations started; 24. Netherlands, foundations started; 25. Switzerland.

In the foreground are shown exposition buildings and those of private exhibitors, many in an advanced state and ready for



various stages of construction, are: 1. United States Federal Building, with the Halls of Nations extending toward the lagoon, all partly enclosed over steel; 2. The Court of Peace; 3. Canada, foundations started; 4. Argentina, foundations started; 6. Eire, foundations started

interior decoration. Constitution Mall also nears completion with its elaborate planting and wide pools of cascading water, dotted with sculpture. Construction of the entire \$150,000,000 exposition is now several weeks ahead of schedule. The opening is set for April 30 next.

sent to Wakefield ever return. It is now generally admitted that prisoners who are subjected to the old-fashioned methods of confinement undergo a process of degeneration which in the end manifests itself as a contempt for themselves and all humanity. A

man who feels himself an outcast can hardly be expected to turn into a valuable citizen. Wakefield prison has been the model which has proved the worth of drastic reforms, which are now being introduced into British prisons by the Home Office.

London Letter

(Concluded)

World's Oldest Singing Club.

Clubs are a very characteristic feature of the Englishman's life. Many of the most distinguished clubs in London, both political and social, have traditions going back to the eighteenth century.

One of the most exclusive societies is the "Noblemen and Gentlemen's Club." This carries on the custom — frequently mentioned in Pepys's Diary, but which no longer prevails in these radio-ridden days — of singing catches, rounds and glees after dinner.

The Club is the oldest part-singing organisation in the world. It includes a select number of distinguished musicians as well as other gentlemen interested in this convivial art.

They met last week and sang harmoniously far into the night, with one said chant: "Come Shepherds we will follow the hearse", in memory of the late Lord Daresbury, who was a member of the club.

The Mackintosh.

The Mackintosh of Mackintosh died some weeks ago. As chief of the Clan Chattan for sixty years, a great Highland landowner, and a friend of kings, he filled a notable place in Scottish life.

He looked the part of a Highland chief who was born at a time when there were men alive who had known men who fought in the Jacobite troubles, a tall, broad shouldered outdoor man with a white pointed beard who wore the kilt most days in his life.

At the age of 84 he shot 37 brace of grouse with his own gun from one stand. Some time afterwards he broke his leg for the second time, but was soon hobbling about again. King George V. often stayed with him at his home, Moy Hall, Inverness-shire, and shot over his grouse moors.

It is sometimes said that the title "the" denoting head of a clan, which no true Highland chief would exchange for a Dukedom, is a purely Scottish one. Their Celtic cousins the Irish, however, have many similar titles — usually of greater antiquity.

The O'Kelly, the Knight of Kerry, the Knight of Glin and most recently formed of all, the McGillicuddy of the Reeks, are examples that spring to the mind.

Prizes for Bad Books.

"The Sitwells" — Edith, Osbert and Sacheverell — always the 'enfants terribles' of English literary life, have struck a mocking blow at certain of today's writers whose culture they themselves do not welcome.

The "Sitwell" Minerva Prizes are presented by them to writers whose works they consider to be bad in one way or another.

Thus, Mr. Harold Nicolson, for his biographical work, receives a pair of stuffed kittens chasing a black beetle (the stuffed kittens representing Mr. Nicolson, and the beetle the victim of his biographical attentions).

The editor of the "Spectator" receives a fine mounted set of nothballs as a consolation prize, and the editor of the left-wing "New Statesman" a small stuffed punny, variously described as a Pekingeser or a Spaniel. This is for "his great work for peace and reconstruction".

Literary Jesters.

"The Sitwells" can afford to play tricks, confident in the knowledge of their own literary minence.

They are the three children of Sir George Reresby Sitwell, Bart., English country gentleman of the old school.

It is this class which, in England, still provides a very large proportion of well-known writers.

Although "the Sitwells" affect to mock at their education — Captain Osbert Sitwell, for instance, describes himself as having been educated "during the holidays from Eton" — they are, in fact, typical enough products of the liberal English system of upbringing, which is not so standardised as some would have us think.

WARSAW STAGE

The Teatr Kameralny presents "LE TACITURNE", the last work of the famous Nobel prize winner, Mr. Roger Martin du Gard. The play is produced by Karol Adwentowicz, who also interprets with uncommon artistry the title rôle. His partners are: Irena Grywińska, Celina Niedźwiedzka, Helena Zarembina, Mieczysław Cymbulski, Młodzimierz Zambinski and Stanisław Kwaskowski.

The last premiere of the TEATR LETNI, a comedy "STARRING BARBARA BOW" by the French author Duran, who — wishing to give a satire on modern screen stars — has created a play with trifling dialogue and construction.

Under such conditions even the production by Teofil Trzcinski and the leading interpreters Maria Modzelewska and Kazimierz Junosza-Stępiński could not save the performance for artistic failure.

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

CINEMAS

ATLANTIC. Corinne Luchaire in "Prison sans barreaux" (French Drama).
BALTYK. Robert Taylor in "The Crowd Roars" (Daring Comedy).
CAPITOL. Charles Boyer in "The Culture".
CASINO. "Gehenna" (Polish Drama).
COLOSSEUM. Ronald Coleman in "King for a Day" (Francis Villon).
EUROPA. Priscilla and Rosemary Lane in "Four Daughters" (Fanny Hurst's Novel).
IMPERIAL. Joan Blondell and Mervyn Douglas in "Women Everywhere" (Comedy).
PALLADIUM. Deanna Durbin in "The Flapper" (American Comedy).
PAN. Andrzejewska and Feter in "Zapomniana Melodia" (Polish musical).
REALTO. Robert Young in "The Tyrolean Inn" (Comedy).
ROMA. Freddie Bartholomew in "Lord Jeff" (Comedy).
STUDIO. Kamilla Horn in "Wandering Nation" (German).
SYLOWY. Claudette Colbert and Charles Boyer in "Towarisch".
SWIATOWID. Paul Muni in "The Woman I love".
VICTORIA. Karagowska and Bodo in "Strachy" (Polish Drama).
Starred cinemas play at 5, 7, 9, others at 6, 8, 10.

THEATRES AND MUSIC

ATENEUM. Maszyński in "The Merchant and the Poet" (Comedy by Ferdy).
BUFFO. Węgrzyn in "The Rape of the Sabine" (Comedy).
CYRULIK WARSZAWSKI. "Fric-Frac" (Musical 7.30 and 10.0).
FILHARMONIA. Grace Moore recital Monday 8th; Symphony Concert on Friday.
KAMERALNY. Adwentowicz in "Le Taciturne".
KONSERWATORIUM. Occasional Concerts.
LETNI. Modzelewska in "Starring Barbara Bow" (Comedy by Durand).
MALE QUI PRO QUO "The Big Four" (Musical 7.30 and 10.0).
MALICKIEJ. Malicka in "The tobacco shop of the General's Widow".
MAŁY. "Temperaments" (by Cecylinski).
NOWY. Zelazkiewicz in "Laburnum Grove" (by J. B. Priestley).
NARODOWY. Eicherowa in "Frénése" (by Ch. de Peyret-Chappuis).
OPERETKA 815. The Gipsy Princess (Musical).
POLSKI. "Puzkín (by Iwaszkiewicz).
TEATR WIELKI — OPERA. "Faust" or "Gipsy Love".
WIELKA REVUE. Ina Benita and Alicja Halama in "Womens Paradise".
CIRCUS. Lions, Tigers and Clowns.

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