

# 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: 29598. Warszawa,  
 Post Office Account: 615 Warszawa  
 Appears on the 1st and 15th of every month.

5th YEAR

WARSAW, JANUARY 1, 1939

No. 1

## London Letter

by "The Londoner"

### Royal Academy's New President.

An architect, Sir Edwin Lutyens has succeeded a portrait painter, Sir William Llewellyn, as President of the Royal Academy.

The new P. R. A. is a most remarkable man. As has been well said of him, "There is a rainbow quality in the man, in his brilliance over so many fields in architecture, his emphatic personality — scholarly and gay, and often surprising — and his capacity for being in the public eye."

Sir Edwin is about to add the new National Theatre, which he has been commissioned to design, to his remarkable list of architectural achievements.

These range from the Cenotaph, that simple stone in Whitehall, which commemorates the War dead of the Empire, to a complete new city — New Delhi, the capital of India, which Sir Edwin planned in collaboration with Sir Ernest Baker.

He is the architect of the largest cathedral in the world — the new Roman Catholic Cathedral in Liverpool, and of the smallest House — the perfect Dolls' House, complete in every detail, built for Queen Mary.

But Sir Edwin Lutyens' fame was established by his work in building and restoring English country homes. The happiest tradition in English architecture is the comfort and beauty of the smaller country houses, which fit so satisfactorily into the landscape.

### The Royal Academy.

Since its foundation in 1769, with the approval of King George III, the Royal Academy has maintained a high level of recognition in the fickle world of art which it is supposed by its charter to "cultivate and improve".

Its first President was Sir Joshua Reynolds, and among great Academicians there have been Gainsborough, Zoffany, Cosway, Eddy, Turner and Raeburn.

Today most of the young artists belonging to what I hope I may call "modern" schools regard the Academy as beyond hope of redemption.

But it is not the business of the Academy to be a pioneer. It is, in the words of a great art critic, a "slowly but well constructed road upon which the exhausted athletes of modernism may from time to time rest their weary limbs before the next charge".

### Telephone Exchange on Wheels.

Recently the British General Post Office introduced the "mobile post-office"; now it has taken a further step in its policy of putting itself on wheels. Last week Major Tryon, the Postmaster General, inaugurated a "mobile telephone exchange", which is a small exchange drawn by a motor tractor. It is the first of its kind in the world.

It can be used either for restoring telephone services at an exchange which may have been put out of action by fire or some other accident, or for providing service when urgently required from a new telephone exchange which is not yet completed.

### Versatile Bus Driver.

Fishermen from all over the country have recently subscribed to present a gold medal to Mr. Bill Adams, a London bus driver.

One of the regular passengers on his night bus to Clapham was the son of Mr. Schermuly, inventor of a safety rocket apparatus. Mr. Adams, in conversation with his passenger, became interested in the question of safety for sailors.

Later he became a prominent member of the Transport and General Workers' Union, and now his efforts have resulted in an alteration in the law, making it compulsory for all vessels over fifty feet in length to carry line-throwing apparatus.

To make the paradox complete, this bus-driver - marine-reformer, although born at the great harbour of Portsmouth, has never been to sea.

## Voluntary National Service

By Joseph Martin.

### A Minister for Civilian Defence.

The recent appointment by the British Government of a Minister for Civilian Defence is a clear indication of the profound and disturbing changes which have taken place throughout the world in the last twenty-five years. At the outbreak of the Great War Britain's geographical position was in itself deemed to be some guarantee of the immunity of the civilian population from enemy attack. The development of aircraft as military machines has neutralised the effectiveness of an isolated position. Further, inhuman though all wars are, a quarter of a century ago certain rules were still adhered to. Fighting was assumed to be a matter for the soldiers, and such sufferings as were inflicted on the civilian population of a country at war were more or less accidental. Occurrences during recent years, when deliberate attacks on defenceless civilians have been used as a weapon to create terror and panic, have added immensely to the horrors of war.

Preparation of the civilian population for any emergency has therefore become a matter of primary importance in many countries within striking distance of aggressive-minded nations, and in Great Britain various measures in this connexion have been either already taken or planned. A stage was recently reached when the coordination and implementing of such schemes necessitated, as already mentioned, the appointment of a Minister of Civilian Defence. The new Minister, Sir John Anderson, has without delay put before Parliament his scheme for the effective utilisation of the nation's resources in times of emergency.

Voluntary effort and team-work in every field of activity have always been an outstanding feature in the life of the British nation and, true to the traditions of a great democratic country, it is proposed to make the schemes connected with national service entirely voluntary in times of peace. To take count of the nation's man- and woman-power is a necessary first step, and in many quarters it has been urged that a compulsory National Register should be introduced immediately. This element of compulsion would indeed only be comparable with compliance with the rule now in force, that every inhabitant's name must appear on a form when the periodic national census is taken. Further, the Government is well aware of the necessity of making a National Register compulsory if war does break out, and the machinery for such a compilation is practically in existence already.

## Links of the British Empire

The Dominions' "Embassies" in London.

Many of London's most significant buildings are hidden in odd alleys and courts, but no visitor to Trafalgar Square can fail to notice the two imposing buildings known as Canada House and South Africa House. They are important links in the chain which binds the British Empire together. The other overseas Dominions, Australia and New Zealand, and the Indian Empire, also have buildings in London.

"Dominion" representation in Great Britain has a long history. The Canadian Colony of Nova Scotia had an Agent-General as long ago as 1761. From time to time other Colonies established offices in London, and the Australian States, New Zealand and the South African Colonies were all represented during the closing years of the 19th Century.

Canada, the first "self-governing Dominion", was the first of the new nations to establish a central office in London. Sir Alexander Galt, one of the founders of the Dominion, was appointed High Commissioner for Canada in 1890. For some years the separate Canadian Provinces maintained their own offices, but these were closed down as their inadequacy became obvious to the Canadian taxpayer. Today, British Columbia, owing to its position and specialised trade, is the only Canadian Province to keep an Agent-General in London. The Canadian policy of centralization has been followed by South Africa and New Zealand, but the various Australian states have their own offices in addition to the facilities offered by Australia House.

Australia was the next Dominion to appoint a High Commissioner, followed by the Dominion of New Zealand and the Union of South Africa in 1910. The twenty-five years preceding the Great War were important ones in British Imperial development. It was a period of vast emigration schemes; the possibilities of inter-imperial trade were just being

explored, and the relations between the Mother Country and the Dominions were constantly changing.

The Great War was responsible for a tremendous growth of "Dominion" business in London. Military affairs alone required expansion both of staff and of quarters. While the overseas troops were finding their nationhood on the battle-fields, a new conception of Empire was being born and the immediate post-war Imperial Conferences consolidated the present structure of Imperial Federation.

Another result of the war was that the Dominion offices became, in actual practice, Embassies—the various High Commissioners acting as Ambassadors for their respective peoples. Under the Statute of Westminster—the nearest approach the British Empire has to a written Constitution—all political questions are handled through the High Commissioners' Offices. The Governors-General abroad act as personal representatives of the King, and not in the name of the British Government. To meet these conditions, the Government in London now appoints its own High Commissioners in the Dominion Capitals.

His Majesty's Government in the United Kingdom does most of its business with His Majesty's Government in Canada through the office of the High Commissioner for Great Britain in Canada, and the Canadian Government in its turn negotiates with the United Kingdom Government through the High Commissioner for Canada in Great Britain.

This new British Empire, so expanding to the logical end, yet so extremely practical, is well called "The British Commonwealth of Nations"—a league united by common ideals, common loyalties and a common faith in Democracy. In a world torn by hatred and distrust, the British Commonwealth towers like a cliff above all former Empires.



The Queens Doll's House

The bathroom



Australia House — London

# AVIATION NEWS

## A YEAR OF INDUSTRIAL ADVANCE

London: December 29, 1938.

Two world record distance flights, each greatly surpassing the best formerly achieved, established Britain's leading place in the fierce struggle for technical leadership that was a vital aspect of progress during the disturbed and eventful year which is now closing. The floatplane "Mercury" — upper component of the first Short-Mayo composite aircraft — flew non-stop from Dundee to the mouth of the Orange River, South Africa, a distance of 6,945 miles, beating the previous seaplane distance record by more than 800 miles.

In November, the Long Range Development Flight of the Royal Air Force accomplished a flight without parallel in the history of aviation. Three of the Flight's monoplanes — standard Service aircraft with minor modifications for journeys of maximum range — set out from Ismailia, Egypt, to fly non-stop to Port Darwin, having covered 7,158 miles by "great circle" and 7,350 miles along the route actually flown. They had broken the distance "point to point" record by 853 miles. The third, when it descended on the island of Timor, as a precautionary measure against possible fuel exhaustion before reaching Australia, had also broken the previous record — by 353 miles.

Britain holds, therefore, both the landplane and the seaplane records. Neither flight was made in ideal conditions. The "Mercury" and the long range monoplanes had to fight head winds most of the way. The landplanes flew thousands of miles through heavy tropical storms and clouds which restricted them for hours at a time to navigation by instruments alone. They crossed India without seeing it, steering a course above the clouds at a height of 10,000 feet by stellar observations. Nevertheless, both records were achieved at a far higher average speed than was attained in any earlier comparable flight. The "Mercury" averaged 142 m. p. h. across the landplane, over the route followed, in less than 153 m. p. h. figures — which demonstrate the aerodynamical efficiency of the aircraft and their high performance in speed as well as in range.

These historic voyages spectacularly justified two unorthodox British inventions. The "Mercury" made other flights during the year, notably a return flight across the Atlantic Ocean and journeys with mails between England and Egypt, which further indicated the feasibility of the "composite" aircraft idea. A heavily loaded aircraft — the "Mercury" — is launched in mid-air from the back of a much larger and lightly loaded machine. The invention is one solution of the problem inherent in the fact that an aeroplane needs much less power in cruising flight than for take-off, and enables a relatively low-powered and small craft to start with fuel enough for a long non-stop journey and at the same time to carry a considerable cargo of bombs or commercial load.

At the start of its flight to South Africa, the seaplane was carrying 45 lb. on every square foot of wing area, and 20 lb. for every horsepower of its four Napier-Rapier H-shaped engines, a combination of wing-loading and power-loading which had never previously been carried into the air. It was lifting more than one-and-a-half times its unloaded weight.

The record-breaking landplanes were Vickers-Wellesley monoplanes of "geodetic" construction, powered each with a Bristol Pegasus air-cooled

engine mounted to drive a constant-speed, controllable-pitch airscrew — aviation's closest analogy with an infinitely variable gear in an automobile.

"Geodetic" construction, invented by Mr. B. N. Wallis and developed by him in conjunction with the Vickers company for several years past, ranks as a major discovery. Very recently the Air Ministry has permitted disclosure of details of the system as applied to the Wellesley monoplane, whose successor in production — the twin-engined Wellington bomber — marks the development one stage further of this ingenious method of basketwork building, which is claimed to produce a structure that is enormously strong and is yet exceptionally light in weight.

The aircraft industry's preoccupations in 1938 with the needs of Royal Air Force expansion, already considerable in the period 1935-37, were greatly intensified during 1938. Early in the year the Prime Minister announced the government's determination to secure "the maximum production of aircraft and of all the necessary accessories and equipment that this country can give in the course of the next two years". Large-scale measures involving fundamental changes in the Air Ministry organization to facilitate production and development, the placing of great orders for fully-equipped aircraft, and the authorization of immense extensions of factory floor area, were adopted, to such effect that big increases in output were apparent before the end of the year.

Only a few days ago, Sir Kingsley Wood, Secretary-of-State for Air, was able to announce that during 1938 the monthly rate of aircraft production had more than doubled and was showing a marked upward trend. Earlier statements by the Prime Minister and by Sir Kingsley Wood himself indicate that his words were conservatively chosen and that the curve of output is rising steeply. Not only have manufacturers, with the cooperation of the Air Ministry, employed to the maximum their existing capacity for production; they are putting into use at an astonishingly rapid rate the new extensions authorized by the Ministry's Supplies Committee early this year. Where a few months ago were green fields, great new factories are already in being.

Works extensions during the year have covered every aspect of aircraft manufacture, from raw materials to armaments and other essential equipment. Every firm in the professional aircraft industry and capable of accepting the work, is fully employed. Large new factories have been entrusted to the main aircraft and aero engine constructors. Sub-contracting has been greatly extended; in November Sir Kingsley Wood was able to announce that no fewer than 3,500 firms throughout the country were engaged on sub-contract work for the Royal Air Force.

Important engineering concerns whose interests normally do not touch aviation have supplemented the professional industry. The great armaments company, Vickers-Armstrongs, Ltd., already engaged in aircraft manufacture at its Weybridge and Southampton factories, created a sub-contracting system for aircraft manufacture which has brought in all of its immense organization. Associated Electrical Industries are concerned in a similar scheme covering the Lancashire area which has its focus at Manchester.

New "shadow" factories were erected, and the floor area at existing government works

augmented. Companies in the aircraft industry entered into close association with leading engineers. Two pioneer constructors — Short and Blackburn — looked for cooperation to the shipbuilders, Short and Harland, Ltd. of Belfast, is already a major manufacturing unit, occupied with contracts for high-performance bombers and for heavy transport monoplanes. Blackburn and Denny operate large works, on Clydeside.

A third shipbuilder — John Brown and Co., builders of the "Queen Mary" and the "Queen Elizabeth" — has a close interlocking interest, with Associated Electrical Industries, in the Westland aircraft factory at Yeovil. Handley Page, Ltd. are working with the English Electric Company.

Looking to the future, the tremendous reorganization of the British aircraft industry which has followed the decision to achieve mighty strength in the air and the consequent release of huge sums for development and purchase of military aircraft must exert a helpful influence in civil aviation and the struggle for export business. Already, the British constructor is at least as well equipped as any rival in knowledge of production problems. His output is rapidly increasing with augmented labour forces and lavish equipments with modern plant and machinery. Concurrently, research and technical development are being pushed ahead.

These are factors that are plainly susceptible of adaptation to fulfil the demands of normal trade, and the impetus given during 1938 to development and production of civil aeroplanes may rank as among the year's most significant events.

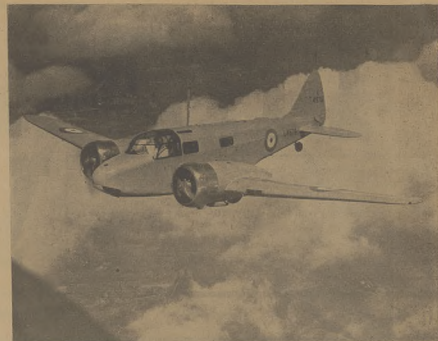
## IMPERIAL AIRWAYS

With one of the busiest air years now having closed, it becomes a matter of interest to examine some of the latest reports — emanating from many different countries — that illustrate the energy with which civil aviation continues to be developed on a world-wide scale.

The British Empire, now leading the world in the mileage of its routes in actual operation, has also had the distinction of inaugurating, and of extending to Australia and New Zealand as well as to Africa and India, the great "all-up" non-charge mail scheme: a fact borne in on the peoples of the Empire this Christmas, when they will be exchanging seasonable greetings by air in a universal fashion never possible before. And now another event which the Empire awaits eagerly is the institution of the Imperial flying-boat route to and fro across the North Atlantic.

One thing recent messages emphasize is the spirit of enterprise which now animates the whole commercial air world. Take India, for example. Here an energetic and far-sighted policy aims at increasing all forms of ground equipment, and at providing further facilities for regular night-flying.

South Africa has an energetic development policy for opening-up fresh main and auxiliary services; while an increased frequency of service is also being made possible. Eastward across the Empire, progress stands revealed in the splendid commercial air-port with which Singapore has equipped itself; and in Australia the pioneer work accomplished in civil aviation's earliest days is now bearing fruit in a broadening of the whole air transport policy, and in the successful application to present-day problems of the valuable experience gained in operating Australia's first internal air routes. New Zealand has had encouraging results with pioneer air-lines. Traffic has grown rapidly, and is enabling active improvement



The Airspeed "Oxford" — 720 HP — 300 km per hour.

work to be undertaken. One of the biggest impending developments so far as Zealand is concerned, will be the opening of the trans-Tasman route between Auckland and Sydney (Australia).

From Canada final preparations are reported for the inauguration of the great trans-continental air-mail, while Canada is also to see a further development of flying operations in northern zones, with more aerodromes and additional wireless and meteorological installations.

Many big development schemes are also shaping in the United States, while South America's contribution to world air progress takes the form, mainly, in establishing new air-ports; in improving equipment at existing commercial aerodromes, and in arranging for new linking-up and subsidiary routes.

## New Maps of Great Britain

The 1/2,500 Scale Ordnance Survey map of Great Britain — that is, a map 1/2,500 of the actual size of the country — constitutes an unparalleled achievement in cartography, for Great Britain is the only country publishing such an extensive map on so large a scale. In so densely populated a country as Great Britain, where such factors as new hydro-electric schemes, new reservoirs and the enormous rate of town-growth may change the appearance of the country almost overnight, map-making is a difficult task. It is therefore proposed to increase the Ordnance Survey staff to enable it to cope with constant and periodical revisions of the Survey.

For the past three years surveyors have been hard at work preparing the ground for a new survey of Great Britain, which will be based on the original 2,500 survey and should be completed in about fifteen years. The new survey will be considered as a whole, that is on national instead of — as was previously the case — on county lines. Referencing will be considerably facilitated by subdividing the complete map into sections covering a one-kilometre-square area of country. The existing 2,500 map of Britain is available in scales of 1 mile to the inch and 10 miles to the inch, convenient sizes for "hikers" and motorists respectively; a number of additional scales are available for other purposes. These scales

will be retained, and a new 2,500 scale added — about two-fifths of an inch to the mile and one sheet of the new map will thus contain 100 sections of the fundamental 1/2,500 map. A complete set of related maps will thus be available, covering the whole country and drawn to scales which will suit every purpose.

## Doubling Battersea Power Station

Londoners have come to prize greatly Battersea Power Station, with its beautifully proportioned building and its two shapely fluted chimneys, as one of the most successful examples of modern industrial architecture to be seen in the country. At night time, when the whole smoke-crowned edifice is brilliantly floodlit, the station is regarded as one of the "sights of London". And the materially minded spectator may find his appreciation enhanced by reflecting that the floodlit, billowing smoke-plume has been carefully washed, for the station was in fact the pioneer of successful large-scale smoke purification.

Battersea has proved itself the most efficient electrical power station in Great Britain, and its output of 1,000 million units per annum is the greatest in the country. The power plant of three main turbines — one of which is of 140,000 horse-power, driven by superheated steam at a pressure of 600 pounds per square inch — is the largest of its kind outside the United States of America. The existing station, though complete in itself, was designed to be the first half of a power station which would supply London with electricity at the rate of 500,000 kilowatts; work is now proceeding on the second half, which will be ready by 1940. Machinery in the new building will be even more efficient than the existing plant, the steam pressure having been raised to 1400 pounds per square inch and the temperature to nearly 537° C — the highest temperature ever used in commercial steam engineering.

Cooling this machinery presents formidable problems. Cooling water is drawn from and discharged into the Thames, but so great is the heat of the discharge that the cooling supply must be drawn from a point some considerable distance away. Moreover, tidal variations must not be allowed to sweep the hot discharge back into the cooling entries. Engineers have surmounted this difficulty by driving an 11 foot wide tunnel beneath the Thames, which is several hundred feet wide at this point, so that the hot water can pass beneath the Thames and be discharged from the opposite bank of the river.

## 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.  
— Warsaw, Szwerynow 4. —  
Tel. 273-77

# THEATRES & MUSIC

## NEW OPERETTES

The *Teatr Wielki* has revived *Madame Pompadour* by Leo Fall. The performance remains on a considerable level.

The star, Miss Janina Brochwicz (as Madame Pompadour) attained a success by her charm and elegance, allowing one to forget that her vocal possibilities are rather too small for such a great stage and audience as at the *Teatr Wielki*.

The *Teatr 8.15* has recently given the first night of *Paul Abraham's* newest operette *Roxy and her team*, a sport operette as its heroine is not only the charming Roxy, but also a football team.

The title part presented rare opportunities for Loda Halama, who displayed all her possibilities as an excellent dancer and actress.

She has a very good partner in Zbigniew Rakowicki, who has the charm of Maurice Chevalier and who dances like Fred Astaire and who dances like a great favourite with the audience.

Also Marian Wawrzukowicz sings and acts quite well. The production is by Witold Zdzitowiecki, while the musical side remains in the hand of Ludo Philipp.

This show is amusing and tuneful and seems to be booked for a long run.

## ENGLISH TEA BLENDS

(BROKEN TEA)

No. 32 1/10

No. 33 1/13

Dorling 1/15

Kings B 1/20

per 1/2 kg, supplied on demand to any place and in any quantity required.

JULIUS GROSSE LTD.  
PALAC SPISKI, KRAKÓW  
Tea Merchants since 1859

## CONCERTS

The first half of the concert season in the Philharmonic ended brilliantly with the production of Verdi's Requiem and Beethoven's IX Symphony on the 16th and 18th December respectively. The concerts were conducted by the famous German musician Herman Abendroth and the choral parts were performed by the Gewandhaus choir from Leipzig. Abendroth impresses his strong musical individuality on the forces under his command and succeeds in drawing forth the very best they can give. The result was a grandiose performance of the 9th Symphony a harmonious whole in which even the superhumanly difficult final chorus came out victoriously.

Verdi's Requiem gave the Leipzig chorus an opportunity to exhibit his high qualities of tone, expression and musical culture.

The soloists on both evenings were Mmes Zawadzka, Janna Hupertowa and Messrs. Dobosz and Michałowski who acquitted themselves of their difficult task satisfactorily.

R. M.

## Bank Amerykański w Polsce Sp. Akc.

Królewska 3 — Warsaw

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.

played, complete with a pyrotechnical accompaniment which will probably be a considerable improvement on that of 200 years ago. In spite of this, prices of admission will remain at their normal level, and there will be no Festival "proffiteering."

## STAGE, SCREEN AND TELEVISION

By Edward W. Betts of "The Era"

It is perhaps not too fanciful to suggest that the most significant of recent events has lain outside the orthodox theatre and cinema. I am referring to the television broadcast of a complete play (J.B. Priestley's *When We Are Married*, from the St. Martin's Theatre). This is the first event of its kind that has happened anywhere, and for that reason alone it would be worthy of record, but it also raises a problem so much so, indeed, that some theatrical folk are alarmed by what they regard as another nail in the coffin of the "living drama."

Mr. Priestley is not one of these. He believes that many people, perhaps not regular theatregoers, may be induced or encouraged to go to a theatre to see on the stage what television has enabled them to see in miniature, in their own homes. And it is a fact that this particular television broadcast was followed by an increased attendance at the St. Martin's Theatre.

The ordinary radio broadcasts of excerpts from current plays have had a similar effect. A good example of a stage production that has profited by radio is *Me and My Girl*, at the Victoria Palace. This musical piece, which should go down to history because it introduced the "Lambeth Walk", was not doing too well in the early days of its run, when it was given half an hour "on the air". But listeners were telephoning to the box office for seats before the broadcast had finished! That was just over a year ago, and interest in the piece shows no signs of abating.

While it is true that television gives infinitely more of a play than a mere broadcast of its sounds, I am sure that time will show that the vast majority of people prefer to see their plays in the theatre. Just at present there is certainly a very marked improvement in theatre and music hall attendance throughout the country.

An interesting musical piece should be *Jazzelle*, the composer of which is Adrian Beecham, son of Sir Thomas Beecham, the famous conductor. Described as "A Snow-white in Merrie England", this new production will be presented by Ann Croft, who has

been responsible for several picturesque revivals.

Drama Festivals are becoming more and more popular. Chester is the latest city to organise one, and Bath, with the help of C. B. Cochran and Oliver Messel, is to stage a comprehensive affair next year on Salzburg lines. Now comes Basil Dean's ideal of a festival on tour, to be presented for three or four weeks in each of the big cities in the north of England.

A Revival of Flecker's *Hassan* is another of Mr. Dean's plans. Henry Ainley, who played the name-part in the original production at His Majesty's Theatre in 1923 (as well as in radio performances), appeared in the Divan scene from the play at a Green Room "Rag" on a recent Sunday evening. With him were Ivor Barnard, Malcolm Keen, Tara Penna and Leon Quartermaine.

The play season at the People's Palace, Mile End Road, has met with encouraging success. Classics and new pieces have been equally popular. One of the outstanding plays produced was *Six Men of Dorset*, by Miles Malleson and H. Brooks, which had its first London performance here. A shortened version was done by Dorset amateurs on the occasion of the Tolpuddle centenary, and, recently, the comic play was toured by Dame Sybil Thorndike under the auspices of the Trades Union Congress. The play depicts the early days of the efforts to band agricultural workers together in a trade union.

## Camel Hair Belting



The one and only Camel Hair Belting is made by

## REDDAWAY

Pendleton Manchester

Warsaw Branch

FRANK REDDAWAY

Trzebaka 10. Phone 617-90.

## THE FATHER OF THE DYESTUFFS INDUSTRY

The year 1838 was the centenary of the birth of Sir William Perkin, one of the most remarkable men of that most remarkable era, the British Industrial Revolution. During his school days Perkin had the good fortune to fall in with a most competent teacher of chemistry, in which subject he at once found his vocation. At the age of eighteen his scientific curiosity led him to the discovery of "aniline purple", a dyestuff giving a mauve colour. Considering Perkin's age, the discovery was remarkable enough in itself; but the young scientist also showed an unusual business acumen by initiating the manufacture of the dyestuff in his own factory only a year later.

To dye silk with mauve was a simple matter, but further research was needed to apply the method to cotton. Perkin overcame this difficulty by his discovery of the "tannin" process, which enables cotton to be satisfactorily dyed with any basic dye, an achievement even more important than his first discovery. Thus at the age of nineteen Perkin had triumphantly surmounted all the difficulties connected with the supply and production of raw materials—an awkward point during the early days of the chemical industry—and founded the great industry of coal-tar dyestuffs by two fundamentally important scientific discoveries and

the establishment of a factory to produce the dye. A little later he evolved the first commercially successful method of synthesizing "alizarin", and for several years his factory held a monopoly in this dye. But Perkin's main interest lay in chemical research, and at the age of 35 he retired to devote the rest of his life to scientific achievement. In Sir William Perkin Britain can claim not only the founder of the dyestuffs industry, but a scientist whose efforts contributed largely to the establishment of the fine chemical laboratories which now exist in every part of the world.



A London Street Market at Xmas



I RENA EICHLER

Photo H. Zaleska

## IRENA EICHLER IN "FRÉNÉSIE".

For the last three months all Warsaw has been impressed by the playing of Irena Eichler as Esther in one of the newest French plays "Frénésie" by Charles de Peyrét-Chappuis. The great Polish actress gives such an impressive characterization of a tragic old maid, who under the influence of love becomes beautiful and young again and then is finally disappointed, that all critics Polish and foreign compare her with Eleonora Duse, calling the playing of Miss Eichler a masterpiece of histrionic art and the greatest triumph of an actress in modern Poland.

I saw "Frénésie" in Paris, where the rôle of Esther was interpreted by one of the most popular French dramatic actresses, Mlle Germaine

Dermoz. Her characterization was very interesting and conveyed all its psychological background. But the creation of Miss Eichler has surpassed the French actress by the expression and truth of her feelings, by her uncommon dramatic power united with lyricism, and finally by that poetry and insight, which are the real secrets of true genius on the stage.

The Polish theatre having such a great tragedienne should send Irena Eichler abroad, as it is she with Elisabeth Berner and Paula Wessely who are the three greatest European actresses of to-day, those who have created the modern expression of histrionic art and conducted it to the highest summit of art and poetry.

J. M.

## "A REAL MAN" AT MALICKA THEATRE.

The Maria Malicka Theatre has produced a modern Spanish play, entitled "A real Man" (*Nada menos que todo un Hombre*) by Miguel de Unamuno, in the Polish version by Dr. Edward Boyé.

The management of the theatre must be in some measure praised for this choice, as modern theatrical literature of Spain is rather unknown to the Warsaw public. The piece presented, on the other hand, is perhaps too monotonous and tiring in its exhibition of fiery jealousy and Southern passions. The characters of the play are, also, a little too "black and white" in its literary conception. Therefore, the jealousy and love—the mean

themes of play — are presented artificially and cannot interest the audience during 5 long acts. The leading male figure received an interesting interpreter in Zbyszko Sawan, who reached here the best rôle of his whole artistic career. He was also the producer of the performance.

His partner, Miss Janina Piskowska displayed correctly all the hysterics and illnesses of the unhealthy jealous heroine.

The remaining rôles were, however, in amateurish style both in the actors' appearances and speaking (as we cannot speak of any playing!...).

The effective sets were composed by Stanisław Kurman.

J. M.

## THE LONDON MUSIC FESTIVAL

During the last few years London has steadily consolidated its claims as the world's musical centre. Three Orchestras, the London Symphony, the British Broadcasting Corporation's Symphony, and the London Philharmonic, form a group which is probably unsurpassed by any other city, and a prominent musical expert has claimed that the range of music in London is wider, and the general level of performance higher, than anywhere else. Hitherto, London's musical events have been the product of several loosely-coordinated groups. A round-table conference was called some four years ago, which enabled the musical world to arrange its programmes in such a manner as to eliminate clashes, but the structure of the organisation was insufficiently advanced to enable a festival to be held which would

embrace every musical facet in London. Now, however, arrangements have been made to hold a gigantic London Music Festival from the 23rd of April to the 28th of May, 1939, which will make London the Mecca of music-lovers throughout the world. Thirty-six musical bodies are cooperating to present 46 musical events, some of which will take place in interesting and historic surroundings, such as the National Gallery, Burlington House, the London Museum and Hampton Court Palace — the latter being an unique occasion, permission to use the palace having been given by His Majesty the King for, it is believed, the first time in history. Many of the pieces to be performed will be of an unusual character. For instance, Handel's "Firemusic" will take place amid a reproduction of the Great Feast of 1749, at which it was originally



Fashion Parade.

## 1939 British Industries Fair

### Catalogue as Reference Book.

A vital link in this world-wide organisation is the catalogue with its classified index in nine languages, which in the case of the catalogue of the London section reaches prospective buyers in many countries weeks before the opening of the Fair. Buyers are thus able to make their plans well ahead and they have in the catalogue an authoritative guide to the Fair, which is used throughout the year as a standard book as reference.

The voucher (carte de legitimacion) enabling the visitor from European countries to secure the various travel concessions available, will be issued in the principal European languages and may be obtained through the Commercial Counsellor to H. M. Embassy, Wiejska 14, or through any Consular Officer.

### COMING EVENTS

#### WARSAW

January 14th. Opening of new premises of Warsaw Anglo Polish Society.  
 January 20th. Lecture by Mr. P. Donner M. P., arranged by Polish British Chamber of Commerce, in conjunction with Anglo Polish Society.  
 January 28th. Opening of British Art Exhibition at I.P.S. to be followed by formal dinner, probably at Bristol Hotel.  
 February 17th. Lecture by Lord Derwent, arranged by Polish Institute for Collaboration with Foreign Countries in conjunction with Anglo Polish Society.

#### PROVINCES

January 17th. Lecture by Mr. P. Donner M. P. to Gdynia Society.  
 February 12th. Lecture by Lord Derwent to Gdynia Society.  
 February 20th. Lecture by Lord Derwent to Krakow English Club.

Note. Applications for tickets to attend the above should be made to the Anglo Polish Society Warsaw, 132owska 38, Tel. 98-794, or to the Secretary of the relevant provincial Society.

TO LET flat 5 rooms, telephone, electric kitchen, central heating, furnished or unfurnished. Baska 3 m. 18 (P. Narutowicza), Hours 11-14, 18-20.

115566	MERRENSOHN	Nosin	43	A/1	23.3.39	31.3.39	Krakow
	"	Gizela	15	"	"	"	"
	"	Artur	15	"	"	"	"
	"	Karol	14	"	"	"	"
115578	EPSTEIN	Golda	48	D	"	"	Rozycze na Wolyniu
115156	KON	Hena	48	D	"	"	Boleslawice Pow. Wielka
	"	Hinda	15	"	"	"	"
	"	Emil	10	"	"	"	"
115161	PASTERNAK	Liba	40	D	"	"	Tomaszow Maz. Krzywoz 22
	"	Alma	6	"	"	"	"
F.2419	F.19	ROZENBERG	Fajga	22	G	16.6.39	Warsaw
F.2411	F.10	PASZKOWSKI	Mendel	42	H	15.5.39	Grodzicha, Bialystok
F.2419	F.19	BERZEL	Moszek	69	G	31.3.39	4, Krakiewka, Lublin
	"	Bajla	65	"	"	30.6.39	6, Sienkiewicza, Bialystok
	"	"	31	"	"	30.9.39	10, Pl. 3-go Maja Radomsko
F.2406	F.19	TEICHTAL	Chaja	3	G	3.2.39	Matejki 27, Nowy Szw
	"	Aviva	2	"	"	30.4.39	9, Warszawska, Czeszochwa
F.2419	F.23	KERSZ	Szyfra	00	G	"	"
F.2418	F.10	KRAKOWSKA	Mala	4	G	15.1.39	"

## THEATRES AND MUSIC

**ATENEUM.** Maszynski in "The Merchant and the Poet" (Comedy by Ferdinando). Shortly Jaracz and Maszynski in "The Barber of Seville" (by Beaumarchais).  
**BUFFO.** Węgrzyn in "The Rape of Sabine" (Comedy).  
**CRICOT** Closed.  
**CIURLIK WARSZAWSKI.** "Kochajmy zwierzęta." (Musical 7.30 and 10).  
**FILHARMONIA.** Symphony Concert every Friday and Musical Matinée every Sunday.  
**KAMERALNY.** "The Mad House" (Comedy).  
**KONSERWATORIUM.** Occasional Concerts.  
**LEJNI.** Kazimierz Junosza Stępowski in "Jenn" (Comedy by Molnar). Shortly Irena Eichler and Junosza Stępowski in "Madame Sans Gene" (by Sardou).  
**MAJE QUI PRO QUO** "The Big Four" (Musical 7.30 and 10).  
**MALICKI** Karowa Street. Sawan in "A real Man" (A Spanish play).  
**MALICKI II.** Marszałkowska Street. Malieka in "Madame Bovary" (scenic version of Flaubert's novel).  
**MALY.** Zbigniew Ziembicki in "Temperament" (by Cecyljaski).  
**NOWY.** "Cargo" (the newest comedy of Bruno Winawer).  
**NARODOWY.** Irena Eichler in "Frdnais" (by Ch. de Peyret-Chapuis). Shortly "Big Fishes" (Comedy by Babicki).  
**TEATR** Loda Halama and Zbigniew Rakowiecki in "Rozy and her Team" (Musical).  
**POLSKI.** Jan Krecmar, Jadwiga Sanozka and Marjott Wyrzykowski in "Masquerade" (the new Polish play by Jaroslaw Iwaszkiewicz).  
**TEATR WIELKI** — OPERA. "Faust" or "Madame Pompadour".  
**WIELKA REWIA.** Irena Benita and Alicia Halama in "Women's Paradise".  
**CIRCUS.** Lions, Tigers and Clowns.

## EXHIBITIONS

**L. P. S.** "Mixed Salad".  
**MUZEOUM** KARODOWE. Warsaw old and new.  
**ZACIETA** "Modern Paintings".

## CINEMAS

**ATLANTIC.** Laurel and Hardy in "Alpine Asses" (Comedy).  
**"BALIA"** Norma Shearer in "Marie Antoinette".  
**"CAPITOL"** Malkiewiczowa and Wilamowski in "Serce Matki" (Polish drama).  
**"CASINO."** George Raft in "Spawn of the North".  
**"COLOSSEUM."** Alice Faye in "Chicago".  
**"EUROPA."** Norma Shearer in "Marie Antoinette".  
**"IMPERIAL."** Junosza Stępowski in "Rena".  
**"PALLADIUM."** "Champs Elysees" (New film with Saesha Guitry).  
**"PAN."** Andrzejewska in "Zapomniana Melodia" (Polish musical).  
**"RAJTO."** Bialicki and Zelicowska in "Snygal" (Polish drama).  
**"ROMA."** Clark Gable in "Test Pilot".  
**"STUDIO."** Zarah Leander in "Prodigal daughter" (German Comedy).  
**"STYLWOW."** Pierre Fresnay in "Alerte au Mediseraute" (French drama).  
**SWIATOWID.** Sabu in "The Drum".  
**"VICTORIA."** Andrzejewska in "Moi rodzice rozwodzają się".  
 Starred cinemas play at 5, 7, 9, others at 6, 8, 10.

## ANGLO BALTIC LINE

s.s. "Baltover"

Cabin class £7. 0. 0. return 25% reduction.

As the Baltover is going into dry dock this month, the next sailing from London will be on the 23rd February, and from Gdynia on 2nd March.

For further particulars, apply to UNITED BALTIC CORPORATION, LTD. Warsaw, Bredytowa 18, tel. 299-30.

## BRITISH PASSPORT CONTROL OFFICE

UJAZDOWSKA 18, WARSAW

No 120-122

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

No. of certificate	N A M E	Age	Category	Last date of visa	Admission to Palestine (not before this date)	Address
115018	ROTENBERG Regina	58	D	23.3.39	31.3.39	Warsaw
115350	KALININ Doroja	60	D	"	"	33, Rynek Kosciuszki
114849	LBERMAN Eila	39	D	"	"	Cieszyn, Niemcewki 11
	"	Gerd	6	"	"	"
114869	SHALITA Wigdor	28	B/3	"	"	c/o Szmul Goldman, Korem Kajemet, 3-go Maja 84, Rowne Wol 1
114871	WILDMAN Hersel	70	D	"	"	1 Piarskiego Rohatyn
F.2416	F.7	FRANKEL Israel	11	"	28.2.39	Oleszyta, near Krakow
F.2404	F.48	LEWIN Sra	18	G	19.1.39	Dabrowica
F.2405	F.435	MAUERBERG Izak	23	G	31.12.38	Szw. Jerska 36, Warsaw
F.2417	F.7	FURKS Chana	25	H	30.5.39	c/o S. Anker, ul. Kosciuszki 17, Lodz
F.2419	F.5	GRUNDINGER Elzbieta	31	H	28.2.39	18, Holowki, Lwow
	"	Jeremi	12	"	"	"
2419	F.16	KON Jakob	42	H	27.5.39	Kosciuszki 18/20 Czeszochowa
	"	Serla	38	"	"	"
	"	Abram	12	"	"	"
	"	Samuel	7	"	"	"
F.2405	F.123	ADLER Jakob	19	G	31.1.39	Lwowska 2, Krakow
F.2404	F.44	GURWICZ Szmul	55	G	31.12.38	Zlota 63, Warsaw
F.2404	F.44	LEMER Broder	39	G	31.12.38	Zlota 11, Warsaw
F.2404	F.47	SZEMIN Chaim	29	G	31.12.38	Orzechowa 10, Warsaw
F.2404	F.49	KAMER Irachim	30	G	31.12.38	Zamienhofa 40, Warsaw
F.2404	F.45	LYBERZAK Salama	21	G	31.1.39	Jedrzewo
F.1942	F.18	BYCHOWSKI Wigdor	68	G	31.1.39	Nowy Swiat 2, Warsaw
F.2070	F.20	GOLDIN Arie	54	A/1	31.3.39	30.2.39
	"	Chaja	46	"	"	"
E.2157	SUCHOWOLSKI Josef	89	A/1	"	"	Koszykowa 32, Warsaw
	"	Dobora	38	"	"	"
	"	Jafa	12	"	"	"
113422	NUSENBLATT Pass	81	D	"	"	Zhyczyn, ul. Sycyznia 7
	"	Sulamint	12	"	"	c/o Grywaczki
113506	HASEFELD Alter	49	A/1	"	"	11-13 Bonifratska War
	"	Riwka	38	"	"	"
113507	LETZTER Ester	50	D	"	"	2 Rapoport, Lwow
113508	GORA Maika	14	D	"	"	Stoja Czystaw
113526	HOCHMAN Mojzesz	49	"	"	"	Warsaw
113527	MARNER Jakob	38	A/1	"	"	Warsaw
	"	Sara	46/39	"	"	5 Staszica, Lwow
115128	BLUMBERG Chonia	17/3	"	"	"	Brzeska 1, Kowel
115129	GRONBERG Michal	15/3	"	"	"	32, ul. Pln, Warsaw
115131	ARAWOWSKI Zef	17/3	"	"	"	Piekna 6, Bialystok
115140	ROLNICKI Moshe	21	"	"	"	Lodz
F.2405	F.122	BERNSTEIN Hania	28	H	24.2.39	1, Walowa, Warsaw
F.2419	F.5	FRANKEL Israel	52	G	28.2.39	Warsaw
	"	Gilla	49	"	"	"
F.2419	F.13	WURZEL Juljus	61	G	28.3.39	Lwowa
	"	Chana	60	"	"	"
F.2419	F.14	NIEWIASKI Abram	18	G	6.2.39	Pina 7, Wilno
F.2419	F.15	GRAUBART Adela	10	G	9.4.39	c/o J. Pomezan, 11 Mickie
	"	"	59	"	"	wieza, Chrzanow
F.2419	F.12	LEPEL Sara	58	G	24.8.39	Zeromskiego 15, Lodz
F.2419	F.11	ELLINSON Lazarz	54	G	20.5.39	27, Ogrodowa, Warsaw
F.2419	F.10	BRESLAUER Sara	44	G	20.5.39	10, Mynek 319, Ustawia Warsaw
F.2419	F.19	KWART Rebeka	21	G	2.6.39	ul. 6-go Sierpnia 23, Lodz
110898	WEINBERGER Nehemia	75	D	23.3.39	31.3.39	Przemyski, Walowa
	"	"	54	"	"	c/o Kramer 21
113486	GRINER Hinda	57	D	"	"	Zbyszyn
113492	GOLDBERG Salomon	84	D	"	"	Gniezno, Mieczystawa 3
113513	GOLDBERG Hana	65	D	"	"	" " " " 39
113482	BLUTSTEIN Hirsch	54	D	"	"	Poznan, Szewska 6
	"	"	54	"	"	c/o Schwartzbart

(Original Immigration certificates of the above persons at this office)

15545	ANTOSZWINSKI Judes	60	D	23.3.39	31.3.39	Klesko 19/2, Wilno
113545	JUSTMAN Rajca	81	D	"	"	Janow Podlaski
113544	ROSENSTEIN Helena	62	D	"	"	Narutowicza 37, Lodz
113556	KAC Sonia	23	D	"	"	Kwaszalna 23, Wilno
113560	POMERANZ "Ketera	38	A/1	"	"	Zbyszyn
	"	Eliasz	43	"	"	"
	"	Rosa	17	"	"	"
114770	SZNAJBERSON Rija	47	A/1	"	"	Twarda 10 m. 6, Warsaw
	"	Fajga	37	"	"	"
	"	Hadasa	10	"	"	"
	"	Rachel	5	"	"	"
114884	BERGLAS Jafa	20	B/3	"	"	Walowa 19, Tarnow
114886	RAP Neftali	17	B/3	"	"	Srodniejska 62, Lodz
114895	ZELWIANSKI Zizix	17	B/3	"	"	Nowogrod
114898	MEJER Izak	24	B/3	"	"	c/o Szyja Majer Palawskiego 6, Siedlec
114899	JASZUNSKA Gustawa	19	B/3	"	"	Stefanska 32/4, Wilno
114903	SANIK Rauba	17	B/3	"	"	Przedniejska 10, Woclawek
114909	PAZDROWEK Etera	23	B/3	"	"	Brzdzinska 23, Lodz
114928	FRICHER Toba	23	B/3	"	"	Mylna 1/3, Warsaw
114901	RAPOPORT Sara	24	B/3	"	"	Jablonna 1, Jolo Warsawy
115125	FELICH Wejner	17	B/3	"	"	Poniatowskiego 11a, Wodzislaw
115152	SCHMITZER Gedala	51	A/1	"	"	Rozniatow, D/Polna
	"	Fajga	48	"	"	Stara Wies
	"	Dez	29	"	"	"
	"	Toni	16	"	"	"
	"	Jany	14	"	"	"
115519	MAZUR Isral	53	A/1	"	"	Krakow
	"	Adam	28	"	"	"
	"	Rita	5	"	"	"

(Original Immigration certificate of Mr. Mazur at this office)

F.2344	SZTAJER Herszel	49	A/1	23.3.39	31.3.39	ul. Wandy 1, Katowice
	"	Chaja	43	"	"	"
	"	Szajndla	12	"	"	"
	"	Ajzyk	10	"	"	"
F.2419	F.16	JELLEN Josef	47	H	"	28.2.39 c/o B.P.C. Warsaw
	"	Chawa	40	"	"	"
F.2406	F.63	SANDER Abram	58	G	5.3.39	Potudniowa 29, Lodz
	"	Chawa	49	"	"	"
F.2410	F.17	BERKSTEIN Freida	21	H	8.6.39	Kamionka Strumlowa near Lwow
F.2419	F.18	RUBINSTEIN Josef	17	G	28.2.39	"
110865	SOMMER Herz	17	D	8.2.39	"	"

(Original Immigration certificate of Mr. Sommer at this office)

113667	FRIEDRICH Jakob	41	A/1	23.3.39	31.3.39	19, ul. Mlynska, Katowice
113668	KOBRINSKI Chana	62	A/1	"	"	Goniadz
	"	Mariasha	50	"	"	"
	"	Leidi	16	"	"	"