

THE WARSAW WEEKLY

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5th YEAR

WARSAW, MARCH 1, 1939

No. 5

London Letter

by "The Londoner"

Britain's New Battleship.

On February 21st the King and Queen were at Newcastle-upon-Tyne to launch H. M. S. "King George V" — the first British battleship to take the water in Great Britain for 15 years.

Laid down in the famous Vickers-Armstrong naval yard, "King George V" is the first of five similar vessels which will be launched during 1939.

While full details are not available, it is believed that these ships will carry ten 14-inch guns and will represent an ideal balance between offensive and defensive strength.

Although there are seven battleships now building in Great Britain, and it is expected that two more large ships will be authorised under the 1939 Naval Estimates.

"God Speed — Go In Peace".

For the King such a ceremony must have a double interest. As a practical Naval Officer, His Majesty has always taken a keen professional interest in the Fleet, and giving his Father's name to this splendid ship forges another link between the Crown and the Royal Navy.

It has been said that the British Navy is built to make peace — not to make war. Certainly international tension has always been greatest when Britain's naval strength was low.

The launching of "King George V" can be regarded as a happy augury, and the naval benediction: "God speed, go in Peace", will find a ready echo in the hearts of the British people.

Perfect Private Secretary.

Sir Eric Miville, who is to accompany the Duke and Duchess of Kent to Australia when the Duke takes up his appointment as Governor-General of the Commonwealth in the autumn, has been described as the perfect Private Secretary.

He has been a Private Secretary for nearly 20 years. He was in the Far Eastern Consul Service, and in 1920 became Private Secretary to the first of a series of British Ministers in Peking.

In 1927 Lord Willingdon, who had an opportunity of observing his talents, invited him to become his Private Secretary during his term as Governor-General of Canada.

When Lord Willingdon went to India as Viceroy in 1931, Sir Eric went with him.

Lord Willingdon's "Discovery".

The post of Private Secretary to the Viceroy is one of the most responsible in the Indian Empire. Sir Eric filled it with an ability, tact and charm which made him outstanding, even among his brilliant predecessors.

When Lord Willingdon's term as Viceroy ended, Sir Eric returned to England too.

Lord Willingdon spoke so highly of him that the Duke of York, as he then was, appointed him his personal private secretary. On the Duke's accession as King George VI, Sir Eric became Assistant Private Secretary to the King.

He is tall, has a good presence, and an impeccable memory for faces and for details. But his greatest gift is that of always being on the spot when wanted, and never thrusting himself into the limelight.

Nineteen Years' Exile.

Incidentally, mention of Sir Eric's long service with Lord Willingdon draws attention to the sacrifices made by Britain's princelings in their service of the Empire.

Lord Willingdon has devoted himself to public service since 1900, when he became Member of Parliament for Hastings.

He is a keen sportsman, and built himself a squash rackets court attached to his London home in Lygon Place, near Victoria. But from 1913 to 1936 he only spent fifteen months in England, and now, at the age of 73 he is a little past that strenuous game.

Twenty three years spent abroad in the service of the Empire must have meant considerable sacrifices for one who was such a lover of England, and who could at any time have spent the life of a gentleman of leisure.

"Iron Lung" flown to Africa.

A Nuffield iron lung has been rushed by an Imperial Airways flying boat to Kampala, East Africa, where an out-break of infantile paralysis is reported.

The lung has been sent in response to an urgent cable to the Colonial Office from the Governor of Uganda. It left Southampton on Imperial Airways' regular Durban service last Saturday morning and reached Uganda, nearly 5,000 miles away, on Tuesday.

The instrument weighs nearly 600 lbs. and was packed in two separate cases, one containing the lung itself, the other its motor. The two cases occupied three seats in the flying-boat.

One case was 7½ feet long and 4¼ feet wide, the other nearly 3 feet square. Special arrangements were made for the huge cases to be loaded on to the flying-boat "Corinna" at Imperial Airways' Empire base at Hythe.

The iron lung was one of 5,000 recently presented by Lord Nuffield to the Government, 1,500 of these are available for distribution throughout the Empire. The one sent to Uganda was the first for delivery overseas.

It was carried free of charge by Imperial Airways.

The British Destroyer Service

From a Naval Correspondent.

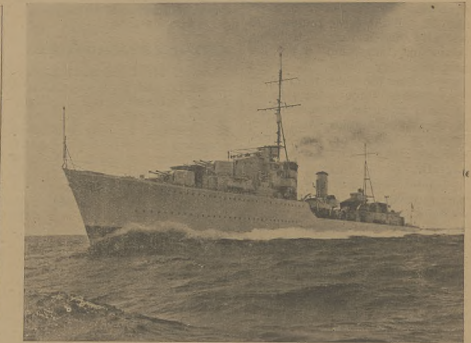
The British Naval Estimates this Spring are expected to provide for a considerable increase in the Royal Navy's destroyer strength.

It is no secret that the destroyer strength of the British Navy is likely to be heavily increased next year — over and above the huge new construction programme which has already been announced. The reason for this increase is, of course, the large submarine programme undertaken by certain foreign powers.

Just as in the world of crime there is constant warfare between the burglar and the safemaker — the latter trying always to outwit with his invention the ingenuity of the former — so every increase in submarine tonnage calls for a d d i t i o n a l anti-submarine measures. Ever since the invention of the torpedo in 1871, the navies of the world have sought a means of combating this underwater weapon. They found such a means in the "torpedo boats" and "torpedo boat destroyers", which have become merged into a single type — the destroyer.

Destroyers are built for two main purposes: to deliver slashing attacks on enemy surface vessels and to protect their own battle fleet from similar assaults. In between times they can, and do, perform all sorts of useful duties, but it is their power of attack — a "once-in-a-life-time" opportunity for glory — that provides the great attraction of the Destroyer Service.

Naval architects have produced three distinct types of destroyer design — large destroyers, in which the gun is the predominant weapon; large destroyers which rely mainly on their torpedo armament; and finally small "anti-



The most powerful destroyer H. M. S. "Afridi" of the Tribal Class.

submarine" destroyers, in which gun power and depth charges ("underwater bombs") are equally important.

The first of these is represented by the Tribal class — vessels of 1370 tons, armed with eight 4.7 inch guns and four 21 inch torpedo tubes, capable of over thirty-six knots and carrying a crew of 190 officers and men. The sixteen destroyers of this class are named after famous native warrior races of the British Empire, such as "Afridi", "Zulu", "Mori", "Sikh" and "Mohawk". These are the largest and fastest destroyers ever to fly the White Ensign and are primarily intended to destroy hostile torpedo craft in a fleet action. The superiority of the "Tribals" is due to the twin mounting of their 4.7 inch guns, which has doubled their fire power over all previous classes.

This year will see another new class, the 'Javelin' type, come into service. Slightly smaller than the 'Tribals', they are armed with six 4.7 inch guns and ten 21 inch

torpedo tubes, the attacking power of the torpedo being given prominence. These ships will be the first destroyers in the Royal Navy to have only one funnel.

The average British destroyer of the older types is a handy little ship of about 1200 tons, armed with four 4.7 inch guns and with six to eight torpedo tubes, with a speed of thirty to thirty-five knots and carrying a crew of 150 men. In December 1938 there were 179 destroyers, built and building, in the British Navy.

The most modern destroyers are luxurious craft compared with the earlier types. Not until 1902 did destroyer captains enjoy a cabin of their own. Before that they used to receive one shilling and sixpence a day "hard lying money" — paid by the Admiralty to the officers and men to offset the lack of comfort. Nor can any comparison be made between the modern ships and those gallant little flotillas which served so splendidly in the Great War.

(Continued on page 2)

Australian Letter

by Helen Hency

The weather for the past year has been thoroughly unseasonable, every month breaking records by its departure from normal conditions.

After a drought which led to a government bounty for the wheat growers, and consequent "dearer bread", the last month witnessed on the eastern coast a hurricane which did damage running into millions of pounds, and which will necessitate a further help for agriculturalists, in this case fruit and vegetable growers, whose whole crops were in many cases destroyed in a few minutes. All the coastal towns have suffered, demolition of houses and factories and calamitous fires being the commonest misfortune.

One of the repercussions of the European crisis has been the realisation of Australia's isolated and unprotected condition, and this has brought about a great

speeding up in all plans for defence. A new battleship has been attached to the Australian squadron, great increases made in the number of planes, and a nation wide drive for recruits both for airforce and militia is growing vigorously forward, the latter activity under the supervision of the veteran Minister the Hon William Hughes, who represented Australia at the Peace Conference of 1919.

Another direct consequence of the same of the crisis is the mission of R. A. F. representatives and representatives of the industry which is expected to visit Australia early in the new year. It is expected to consider sites for aircraft factories in Australia, as this country offers the advantage of safety for such plants.

The stream of immigration of refugees into all states continues but the figures for the past year are not yet available.

The Australasian Jamboree which is being held near Sydney

was opened by the Governor, Lord Gowrie, on Saturday, Dec. 31st. The ceremony began with a march past of 10,000 representing twelve overseas countries as well as all the Australasian states. A special message from the King to the boys was read. The native scouts from Noumea, and Nauru, the Maoris, were of great interest, with their splendid physique, as were the American, Canadian and French scouts. Poland was represented by one scout, in a Sea Scouts Officers uniform, who was cheered as he passed. The camp where they are all housed, a canvas town, with well laid out streets, shops and tuck shops, is a centre of interest to Sydney residents and visitors.

It is now the middle of the Australian holiday season, with schools parliament and most municipal councils etc. in recess, so business is more or less at a standstill which will not be broken till the middle of January brings holiday makers back to the cities.

Aviation News

A WEEK OF BRITISH FLYING NEWS

"First line" strength of the Metropolitan Air Force — squadrons allocated primarily to home defence — will reach by the end of next month 1,750 aircraft, thereby fulfilling the programme of expansion scheduled for completion on that date. In May last year further expansion of Britain's air power was announced. The Metropolitan Force was to be raised to 2,370 first-line aeroplanes, the strength of squadrons overseas to 500 and the Fleet Air Arm was to be greatly augmented.

Exact definition is not easy, but in general terms first-line strength is the actual and immediately available fighting strength of the squadrons, exclusive of reserve aircraft and the large numbers of aircraft used for training, "communications" and other supplementary duties. It is not comparable, for example, with the figures for "serviceable aircraft" used in announcements of American air force plans, which embraces first-line aeroplanes, reserves and some supplementary aircraft.

Britain announces no figures for reserves of aircraft, but wastage in a major air war is heavy — some experts have rated it as high as 100 per cent. per month, which means twelve complete replacements of Air Force equipment in a year — and the reasonable assumption is that the reserve of aircraft is large.

Last week 857 recruits joined the Royal Air Force, compared with 330 in the corresponding period last year, bringing the total acceptance of pilots, observers,

airmen and boys since April 1, 1933, to 29,468. Entries scheduled for the year which ends on March 31, were 31,000, including 1,700 pilots. Actually the response has been such that the entry may reach 35,000 by that time. The Statement adds that in 1939 an entry of the order of 20,000 will be required. It comments particularly on the high quality of the recruits secured.

Training facilities have been extended. There are now twelve Service flying training schools. Three more will be opened soon in Scotland. Flying training for the regular Service and for the Royal Air Force Volunteer Reserve is done at more than thirty civil flying schools. Incidentally, more than 2,500 volunteer reservists are being trained as pilots. Work has been started on thirty-seven new Royal Air Force stations.

METROPOLITAN AIRPORTS.

Relief for London's congested air traffic and great expansion of flying facilities figure in airport development plans for the Metropolitan area. Immediate programme covers improvements to Heston Airport. By 1942 completion of three other projects is envisaged. Within less than four years London should have four up-to-date main air termini.

Work now in progress at Heston concerns installation of all that is latest in airport facilities. Modern demands for all-weather flying are being met by both radio and visual apparatus. The necessary equipment for the "ZZ" radio landing system, by which the pilot relies on his instruments and an audible radio signal to approach an aerodrome hidden by fog or low cloud, is being installed.

For foggy weather by day or by night when little or no wind prevails a special white track has been laid down; along it is set, flush with the grass surface, a series of lights, stoutly protected by thick glass and able to withstand an impact blow of up to 20,000 lb. from-aircraft landing gear. Tall trees, some 95 feet high, skirting the surrounds have been cut down as a safety measure for "blind" approaches. Complex draining systems have been installed to ensure use of the airport even in the wettest weather by the large airliners that may be widely used in a few years' time.

Parallel with this work, but no so advanced, is the development in hand of a City of London airport at Fairlop, Essex. Work is scheduled for completion within the next three years. As soon as Fairlop and Heston are available for full commercial use, Croydon will be closed down temporarily to effect major improvements to London's oldest existing airport.

INSTRUCTION OF EGYPT'S WAR PILOTS.

An additional 23 British light training monoplanes, making 42 in all, have now been delivered to the Royal Egyptian Air Force, constituting a new tribute to the worth of the Miles Magister for military flying instruction. Ten of these aeroplanes, which are designed to possess similar basic qualities to the fast modern fighters and bombers that pupils will fly when they join the squadrons, have also been delivered to the government of Eire.

Structure of the Magister is wooden. It is a low-wing monoplane and has two tandem seats. It can be flown "solo" or dual, controls being fully duplicated. A special hood may be fitted over the rear cockpit to blank out the occupant's view for "blind" flying instruction. At the trailing edge of the wings are special flaps which steepen gliding

THE „SUNDERLAND“

WORLD'S LARGEST MILITARY FLYING BOAT FOR BRITISH AIR FORCE

By Colin Henry

The British Royal Air Force is now equipped with the largest military flying boats in the world—the "Sunderlands".

The British Royal Air Force possesses the largest military flying boats in the world. Numbers of these "planes" — they are called "Sunderlands" — are already in service, while many more are under construction and are coming into use week by week. Details of their performance, however, have only just been made public.

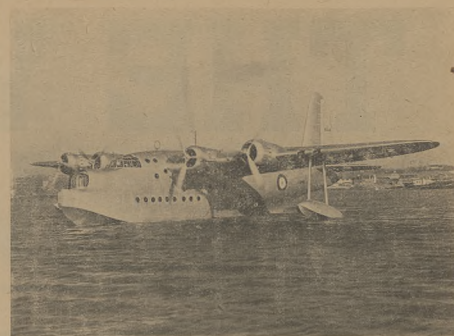
Flying boats service overseas in the British Empire have, of course, to be designed as self-contained units which can operate for long periods far from their bases. The "Sunderland" — built by the famous firm of Short Brothers — is a military version of the boats now in use on British Empire civil air routes, but with extra fuel tanks which give it the exceptionally long range of over 4000 kilometres.

It has four engines, which produce a total of 4,040 horsepower for the take-off. Engine maintenance — often a difficult matter on the water — is made easy by cranes carried on board, which lift the engines in and out of their mountings.

An all-metal flying-boat lying at anchor in the tropics can be something very like an oven. Particular attention has therefore to be paid to the provision of plenty of space for the crew.

The interior of the "Sunderland" is large and airy. All portholes and windows are provided with curtains against the tropic sun, and automatic ventilation is installed. The hull is divided into two decks. The upper one accommodates two pilots side by side, a navigator, wireless operator and engineer.

All the controls of the "plane" are duplicated so that if one pilot is injured the other can carry on, and one pane of glass in front of



A Short Sunderland flying boat

each pilot is fitted with a circular cutting device to enable him to escape in an emergency.

The lower deck includes the mooring compartment, lavatory, officers' wardrobe and quarters for the crew, with bunks and folding tables. There is also a well-equipped cook's gallery, with all arrangements for cooking, fresh-water tanks, paraffin tank, a sink and draining board, and — most welcome of all in the East — an ice-chest.

The "Sunderland" is armed at all points. There is a power-driven revolving gun-turret in the nose, and a similar turret in the tail — so that a pursuing "plane" will find itself in as much danger as one that is being pursued by the giant flying boat. Moreover, the "Sunderland" has two gun mountings amidships to protect her from flank attacks.

This machine-gun armament for aerial battle is of course for the protection of the flying boat while she is carrying out bombing operations. A heavy bomb load is carried and the gun-turret in the nose is used as a bomb-aiming platform. The whole of this forward turret slides back on rails to allow for the erection of a mooring mast when the flying boat is in harbour.

These power-driven gun-turrets are the most formidable development in aeroplane armament since the War. Their uncanny mobility allows the gun to fire above, below, and on either side of the "plane. The fine degree of movement was recently demonstrated to H. M. King George VI at the factory where these turrets are made. A pencil was inserted in the muzzle of a gun operated under power by a gunner in one of the turrets — and the King's name was clearly written on a piece of paper.

A number of devices fascinating to the layman are incorporated in the "Sunderland". One is the "drogue" — a sort of canvas bucket without a bottom which hangs down into the water when the "plane" is landing and acts as a "water-brake".

The "plane" also has a fitter's work-bench with a vice, a camera, marine distress signals, smoke floats a telephone system, two collapsible dinghies and awnings for use in hot climates.

"Sunderlands" are, in fact, not only the largest but undoubtedly the most efficient military flying boats in existence. They constitute one more category of military aircraft in which Great Britain can claim to be supreme in technical quality.

British Destroyer Service (concluded)

During the four years of the Great War, destroyers were the fastest worked vessels with the fleet. They screened the battle squadrons on their periodical "sweeps" into hostile waters, they acted as mine layers and mine sweepers, convoyed troopships and merchantmen, hunted submarines with relentless fury and took every opportunity to attack hostile surface ships. Destroyers took part in the siege of Tsingtau, and it was from destroyers that the first troops landed at Gallipoli. Steaming across the shifting sandbanks of the Belgian coasts, destroyers boldly engaged enemy shore batteries and one even entered Ostende Harbour to pour salvages of high-explosive shell into the enemy Divisional Headquarters.

During the war British destroyers sank at least thirty-three enemy submarines — almost 25% of the total number destroyed in action — one large minelayer, one battleship, one heavy cruiser, six destroyers and six torpedo boats — a list which excludes hostile ships destroyed in combined operations, or the numerous minesweepers, and drifters which fell victims to the "Destroyer War".

Of the seventeen British destroyers sunk in action, no less than twelve were fighting against heavy ships, cruisers or battleships, and destroyed.

Whatever the strategy of any future naval war, two things are certain. Any increase in British destroyer strength would safeguard many merchantmen, British or neutral, from submarine attack, and secondly, should the time come, the British destroyers will be served with the same skill and gallantry as were the flotillas of 1914 — and no nation could ask more from its sailors than this.

Vice-Admiral C. V. Osborne, C. B., C. M. G.

Admiral C. V. Osborne was born in 1880 at Queenstown, Ireland, and educated H. M. S. Britannia, Dartmouth.

Gunnery - Lieutenant 1903 - 4; Commander H. M. S. Colossus 1913; invented apparatus which led to introduction of Paravane Mine Protection 1915; commanded H. M. S. Latona, a mine layer in the Eastern Mediterranean 1916; engaged in mining operations off Dardanelles, blockade work off Asia Minor; Captain 1917; Senior British Naval Officer at S. Benice 1917; Senior British Naval Officer at Corfu 1918; commanded naval brigade on Danube 1918-19; Deputy Director of Naval Ordnance 1919; in command of H. M. S. Dragon 1921; Deputy Director Gunnery Division Naval Staff 1922; Vice-President of Chemical Warfare Committee 1923; Director of Tactical School 1925; Captain H. M. S. Malaya 1927; Captain H. M. S. Resolution 1929; Rear-Admiral 1929; Director of Naval Intelligence Division 1930-32; retired 1933.

Publications:

"Smoke on the Horizon"
"Blast and Counterblast"
"The Conquest of Morocco"
"Malta Fever".



Vice-Admiral C. V. Osborne

angle and increase lift, thus counteracting the natural tendency of so streamlined a machine to "float" when coming in to land.

Power for the Magister is supplied by a Gipsy Major 130 h. p. four-cylinder in-line air-cooled engine, giving top level speed of 145 miles an hour and a comfortable cruising speed of 125 m. p. h. Range approximates 400 miles, which is adequate for cross-country flying training.

Church of England

Severynów 3
LENTEN ADDRESSES

March 5th - Special Preacher: Rev. A. Ross Sage
March 12th - Christ's Moral Standards - are they applicable today?
March 19th - Christ's Moral Standards - are they attainable?
March 26th - What future has the Church?
April 2nd - Christ on a Cross 1900 years ago - what has it to do with me?

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A Shorthand Course (Pitman's) will commence on Wednesday, 15th March. The Class will be held from 7 to 8 p.m. on Mondays, Wednesdays and Fridays.

Enrolments daily.

Social Service in India

by Christopher Congreve

Many things that a century ago were unobtainable luxuries in India have now, after a century of British rule, become everyday necessities. This is a result of the fact that the Government in India today discharges the most important of its functions—the improvement of the lot of the common people, in town or village

Before India came under British rule, social service in India was a function of Indian society itself. The welfare of the individual was the concern of the caste-brotherhood into which he was born. In accordance with its customary laws, it regulated all his actions, supplied all his legitimate needs, including his means of livelihood, and controlled all social and economic forces that might affect his life, in so far as they were controllable by man. Beyond the caste, indeed, there were two Powers which from time to time interfered with his life, namely the Gods and the King; but the actions of both were beyond his comprehension.

The needs of which the individual was conscious were few. Education was the prerogative of certain castes whose traditional occupation involved the use of it. Except for such cleanliness as godliness required on the shape of ceremonial lustrations, sanitation, drainage and public health regulations were neither known nor wanted. The improvement of agriculture was also of no importance, since there was no market in which a farmer might dispose of a surplus.

Of the Gods, all that the individual asked was deliverance from famine and pestilence; of the King, all that he asked was that when he went to war, he should wage it over the fields of some other individual. Under such circumstances there was no room for those voluntary welfare associations that are so numerous in modern times. Individuals might band together for some common object, such as the sinking of a well, or the breaking up of waste land, or the slaying

of a man-eating tiger; but these were temporary associations, dissolved as soon as their object was achieved. To form any more permanent association would have been an act of impiety, or sedition, or—worse still—an breach of caste-custum.

As British rule was gradually established in India, the environment of the individual gradually improved. The King's peace was established throughout the land. Education was thrown open to all castes alike. Conservancy, water-supply and drainage, "the three primary essentials of environment hygiene", were introduced wherever there was a demand for them. Medical science, by dint of research, discovered means of controlling some of the great killing diseases, such as malaria, plague, cholera and typhoid, and of mitigating the effects of others.

The improvement of communications brought the farmer within reach of the markets, and made it worth his while to grow better and more profitable crops. The construction of new irrigation works, and the increased mobility of labour and foodstuffs—which resulted from improved communications, between them drew the sting of famine, which is now nothing more than a bout of agricultural unemployment. In short, many things that a century ago were unobtainable luxuries have now become everyday necessities; and the individual may reasonably hope to live a longer, a fuller, and a more comfortable life than his ancestor lived.

Social service is no longer a function of caste. Many social and economic forces are at work which are beyond its control; and its authority over the individual has greatly diminished, even in so traditional a matter as the choice of an occupation. The spread of education has widened the individual's mental horizon; having become an elector, he

realizes that he is no longer a mere head to be counted amongst the other heads of his caste, but a free and independent citizen, with rights and privileges of his own. He has long known what he wants; he now knows how, as an elector he can get it. When, in 1904, co-operation was first brought into India, he began to appreciate the value of voluntary welfare associations, and has formed many co-operative societies, caste and religious associations, trade unions, associations of labourers and cultivators—whose methods may differ, but whose object is always the welfare of their members. It is on them, not on his caste, that the individual now relies for assistance.

Social service is now a function of government; indeed, since all important problems that await solution in India are social or economic, it is, by common consent, the most important of all government's functions. Nor has government been remiss in discharging it. It was government that set voluntary effort to work in the field of social welfare, when it passed the Co-operative Credit Societies' Act of 1904. It has since created many new agencies to study and satisfy the many new needs of the individual. More recently, it has set on foot definite schemes of rural development, which will co-ordinate the activities of all these new agencies.

Lastly, since April, 1937, when the eleven Provinces of British India became self-governing units in accordance with the Government of India Act, passed by the British Parliament in 1935, the responsibility for social service has been in the hands of Indian Ministers. It is fitting that this should be so, as Indian Ministers should know better than anyone else what are the individual's needs and how to satisfy them. It is to be noted that though the substantial elements of these development schemes may be official, their administration is already largely non-official and voluntary, and will ultimately become so entirely.



A visit of a vaccinator in an Indian Village

Though much has been done under British rule to improve the lot of man, much still remains to be done. Many are not yet convinced that certain benefits offered to them, notably such as are concerned with public health, are worth having, and until they are so convinced, will not readily accept them. Though the standard of comfort is higher than it was, it is still low; and there are many benefits which the individual would accept but cannot afford. Again, the success of science in curbing the destruction caused by famine and pestilence has led to a growth of population so rapid that the pressure on the soil, already heavy, has become intolerable, whilst the standard of comfort, already low, is likely to fall lower. Neither non-official reformer, nor voluntary association, nor official agency can yet afford to relax their efforts.

Amongst the official agencies, the member of the Indian Civil Service occupies a position of his own. He has but little knowledge of the many technical subjects—agriculture, industry, co-operation, irrigation, medicine, public health—which are so important to the people's welfare. But he does know the people; and his task is to interpret the advice of the

technical departments to the people, and to interpret the people's wants and wishes to them. It is no light task and calls for important qualities—tact, sympathy, judgment; but above all, knowledge of the methods and processes employed by government and voluntary societies in other countries to increase the welfare of the people. That knowledge he can and does acquire more easily in England, (where the principles of social and economic improvement are well-known and its processes well-organised) than in India where theory is still new and practice is still inadequate.

It is to provide him with this knowledge that a book entitled "Social Service in India"*) has been written by seven men who have spent—between them—206 years in India and who have themselves practised what they are now preaching. It explains the problems of social welfare in India, and how they have been handled, and it does much to make the reading public aware of the great work that is being done in India to improve the lot of its people.

*) "An introduction to some social and economic problems of the Indian people". Edited by Sir Edward Blunt. Published by His Majesty's Stationery Office, London, Price 10s. 6d.

WARSAW STAGE

THE DEFENCE OF XANTIPPE

TEATR POLSKI



MARIA MODZELEWSKA, whose interpretation of Xantippe is a real event in Warsaw

The literature of the Polish theatre reached a valuable position with the newest drama by Ludwik Hieronim Morstin—*"The Defence of Xantippe"*—dedicated to the rehabilitation of the reputation of the wife of Socrates so defamed (in his opinion) by her contemporaries and posterity. Morstin shows in his play that the symbolic union of Xantippe's name with the personification of a bad wife and a shrew is quite unworthy.

"There are no good or bad women, there are only happy or unhappy in love"—says Xantippe in the play. These words clearly show Morstin's point of view.

Xantippe was according to Morstin not only a good but a loving and faithful wife, while her sometimes fiery temper and anger were rather the consequence of the difficult conditions of her life, as we must separate Socrates the philosopher from Socrates the husband.

Under such conditions Xantippe had always on her head the work in the house and the care of the children, when her husband the great philosopher often forgot his task, as father of a family. The first two acts show Xantippe and Socrates one year after marriage. The third ten years after. The situation is unchanged, only the

poverty is greater. In this act the apotheosis of Xantippe's magnanimity is showed at its height. One night, she decided to go to Agathon's house (to the famous feast, described by Plato) and to say sharp words about the tragic condition of the existence of herself and her children. But when (concealed behind a pillar) she heard and saw the enthusiasm and ecstasy of Socrates' pupils, she understood and realised that her tasks are other than these of an average man, that his genius deserves sacrifices in the name of science and humanity. Coming to Agathon's home, as defender of her rights she changed herself into a wife-slave of Socrates in the name of his genius. It is clear therefore that the victim in this marriage was not Socrates but Xantippe, whose sacrifice was understood and praised and not criticized as it was up to this time.

Morstin conveyed his thesis with expression and intelligence, perhaps only too much time was sacrificed to the episodic parts. The central figure of Xantippe reaches her high point in an admirable outline, all character from fiery temper to nobility and sacrifice of her nature are rendered with expression. The author is here excellently supported by Maria Modzelewska, who as interpreter, of this rôle was deeply moving and conveyed the part with consequence and talent, showing fine understanding of the epoch and character. This rôle must be counted among her best, her best remembering that Modzelewska is an admirable

dramatic actress too frequently cast in musical comedies.

The figure of Socrates (treated with some weakness by the author) does not embrace the possibilities of Jacek Woszczerowicz, suggestive in his mask, but unconvincing in his words. The part of his slave (being in some measure a parody of his master's philosophy) was interpreted with wit and humour by Józef Kondrat. Kazimierz Wlamirowski displayed culture, talent and artistic discretion as the charming but unhappy lover of Xantippe.

Among the episodic parts special mention should be made of Stanisław Żeleński, Mieczysław Myszkievicz, Stefan Michalak, Maria Zabczyńska. Miss Janina Niczewska introduces the dissonance of miscast.

Edmund Wierciński, as producer had an evening of success, while Teresa Roszkowska, the young stage-designer showed great talent and understanding, which united with her culture and artistic individuality, foretell for her a hopeful future on the Warsaw stage.

Jerzy Macierakowski.

LONDON NEWS

The "Lyceum" Vanishes.

The Lyceum Theatre, famous as the home of nineteenth-century melodrama and Sir Henry Irving, that most famous of British actors, is to be demolished.

A theatre has stood on this site for 145 years, and only five years

ago, the present building celebrated its centenary.

£1,000,000 has been spent by a syndicate on acquiring the site, and arranging for the demolition of the theatre and the erection of a new block of offices and flats. The sale became necessary owing to the death, within a year, of both the brothers Melville, who took over the theatre 30 years ago.

The Lyceum is one of the largest of the great London theatres. It seats 2614, as compared with 2000 of the Dominion, and 2000 of Drury Lane.

Its golden age was the 20 years (1878—1898) of Sir Henry Irving's management, when the great actor and his equally famous wife, Ellen Terry, kept the theatre packed to capacity.

"Five Golden Sovereigns".

It was not always so packed. Late one evening, a fellow-member saw Sir Henry standing on the top step of the Garrick Club, in one of his most sombre and melodramatic poses, holding something in his palm.

"What have you there?" asked his friend.

"Five—golden—sovereigns" replied Sir Henry.

"But is that a matter for depression?"

Sir Henry drew himself up. "Sir Henry Irving," he enunciated—"and Ellen Terry— and five—golden—sovereigns. That"—trussing his arm out in a magnificent gesture of disdain, "was the takings at the Lyceum Theatre tonight!"

BOOKS MUSIC

"A Modern English Reader"

by E. Schaap and Eve L. Paull, B. A. Macmillan

This book consists of well-chosen extracts from a number of modern English writers of note. The authors have been happily inspired in bringing out a book of this kind especially suitable for adults, most such works being entirely unsuitable except for children. The extracts are, on the whole, well chosen, though the comparative difficulty of different extracts varies considerably between second and fourth year standard. For students working alone, the footnotes giving French and German renderings of difficulties will save much dictionary work for those acquainted with these languages, and for class work the book should prove of considerable value.

"Living English"

by H. A. Mackenzie, B. A. Macmillan 4/6

This first course of English for Foreigners offers to teachers and students many innovations which should prove welcome. The author has aimed throughout at the presentation of English with a minimum of tears simultaneously giving student and English content introduction to English Grammar.

Numerous mnemonic devices have been worked into the course, when the student's ambition to combine study with amusement by launching "in madras ros". Many original features, practical and amusing, help to lighten and brighten the task of student and of the teacher.

The set-up of the book is typical of Macmillan's best, and the illustrations are abundant and excellent.

"English Grammar and Noun Idioms for Foreigners"

by E. Schaap Macmillan 3/6

This book includes a course of advanced grammar and a study of numerous elementary and advanced idioms. It should prove of great help to advanced students of English, as the author not only understands very well the difficulties which confront the foreign student of English but has himself a keen appreciation and an extensive knowledge of the elusive and eccentric tricks of English idiom. The treatment of various items of grammatical or idiomatic interest is usually thorough and sound, and many important and interesting points are dealt with, which have escaped notice in most books of this kind.

ART AT WARSAW

At the IPS (Instytut Propagandy Sztuki, Królewska 13) a fine exhibition is being held by the "Ryt" Society to which the best Polish graphic artists belong. Amongst the fourteen artists whose works are on view, there should be mentioned the splendid illustrations by Stefan Mrozowski illustrating the Dante's Divine Comedy, Stanislaw Ostoja Chrostowski's woodcuts illustrating Pericles by Shakespeare (The Limited Editions Club and the Nonesuch Press, London), charming cats and dogs by Victoria Gorynska, also works by Tyrowicz, Cieslewski (son), Konarska and Krasnodębska.

At the same time a group of Lwow artists presents its works, headed by Władysław Władysław Krzyżanowski, Władysław Lam, Maria Obrebska and others. Unfortunately the standard is nowhere near that of the graphic artists.

The "Zacheta" (Plac Malachowski) is housing at present an interesting show the III Marine Exhibition containing paintings and graphics of shore and sea landscapes and views, also men-of-war and any other naval subjects. This kind of art is new in Poland, but has already very fine achievements in the works by Wojciech Jezys, Teodor Schwanebach, Jerzy Ruppikowski, Marian Mokka, Michalina Krzyżanowska, Stefan Filipkiewicz, Tadeusz Cieslewski (son) and Elzbieta Lindman.

The Group of Water Colour Painters which exhibits at the same time includes some interesting

DR. ALICE SIMON'S LECTURE ON BRITISH FOLK MUSIC

On Wednesday the 22nd February, Dr. Alice Simon gave a very interesting lecture on British folk music at the Anglo-Polish Club, illustrated by records. The lecturer spoke of the great antiquity of the various songs, ballads and carols, many of which are in other modes than the usual major and minor. The amount that has come down to us is the more extraordinary as they have been handed down mostly by oral tradition and were never written down. The variety and scale of emotional value is attributable to the fact that different races have contributed to the store, each with its special characteristics.

So we have the cheerful and humorous English song or dance contrasted with more mournful strains of the Scottish ballad or the Irish plaint in which the fiddle and harp accompaniment imparting a mystic dreamy atmosphere. The sailor songs and chants introduce a special note into this folk music marking it as the product of a seafaring people. The English composer has a rich mine from which to draw inspiration and indeed not only British musicians but also foreign ones, such as Beethoven and Brahms have used Scottish melodies in their works. The folk music of Britain is a proof of the musical genius lying hidden amongst the people and gives the lie to the false notion that the English are not a musical nation. Dr. Alice Simon's lecture was greatly appreciated by the audience both for its matter and form and was warmly applauded.

WARSAW CONCERTS

The last two symphony concerts were conducted respectively by Berdajew and Ysaye Dobrowen. The latter already last year established a fine reputation amongst Warsaw music lovers. At the last concert he conducted with temperament and delicacy of perception such contrasted works as Schumann's Second Symphony and Debussy's Apres Midi d'un Faune. At the same concert the famous Kedrow Vocal Quartet made its appearance awakening enthusiasm in the audience especially among its Russian compatriots. Certainly they have a refined and finished manner of singing and a varied programme to suit all tastes.

The previous concert introduced us to a young Dutch pianist Miss van Barentzen who gave a very good account of herself in Saint Saens' C minor Concerto and some solo pieces.

At the concert of the Society for the Cultivation of Former Music a Trio from Munich consisting of Udo Dammert (piano), Elizabeth Bischoff (violin) and Pr. Suttner (horn) appeared for the first time. The unusual combination proved interesting more especially as the hornist is exceptionally good. The famous pianist Ignace Friedmann gave a recital at the Conservatoire exciting enthusiasm by his virtuoso performance and rare pianistic talent.

These exhibitions will be opened throughout March. K. M.

THEATRES AND MUSIC

ATENEUM, Jaracz and Maszyński in "Wielkiemu lasu" (a new comedy by Jerzy Szaniawski).

BUFFO, "Let him come on the first" by Bekkefi (Comedy).

CYRULIK WARSZAWSKI, "Kochajmy zwierzęta" (Musical 7.30 and 10).

FILHARMONIA, Symphony Concert every Friday and Musical Matinée every Sunday.

KAMERALNY, "Elisabeth, Femmo sans honneur" (French drama).

KONSERWATORIUM, Occasional Concerts.

LETNI, Irona Eichler and Juncosz-Siepmann in "Madame Sans Gene" (by Sardou).

MALE QUI PRO QUO "Under an umbrella" (Musical 7.30 and 10).

MALICKI, H. Marszałkowska Street. Matka in "Marianne Bovary" (scenic version of Flaubert's novel).

MALY, Zbigniew Ziembiński in "Temperaments" (by Cwojdzkiński).

NOWY, "I am the lover" (Polish farce).

NARODOWY, "Our City" (by Thornton Wilder).

TEATR 8.15, Szepepańska in "Skowronek".

POLSKI, Modzelewska in "The Defense of Xantippe" (by Morski).

TEATR WIELKI OPERA, Lipowicza, Wernikiska and Dubrowski in "Tosca", "Butterfly" "The Girl of Holland".

CIRCUS, Great Aquatic Show.

EXHIBITIONS

L. P. S. Society "RYT" and group of Lwów Artists.

MUZEUW NARODOWE, Warsaw old and new.

ZACHETA III Marine Exhibition, Watercolour painters and Nartowski.

CINEMAS

"ATLANTIC, Luise Rainer in "Big Waltz" (American film of Julien Duvivier).

"BALTYK, Sullivan and Taylor in "Three Friends".

"CAPITOL, Barczewska in "Kłamstwo Kryszyna".

"CASINO, Francisca Gal in "Honney Moon".

"COLOSSEUM, Errol Flynn in "Dawn Patrol".

"EUROPA, Annabella in "Hotel du Nord".

"IMPERIAL, Fernandel in "Barnabe" (French).

"PALLADIUM, Claudette Colbert and Herbert Marshall in "Zaza".

"PAN, Andrzejewski in "Zapomniana Melodia" (Polish musical).

"REALTY, Cooper and Oberon in "The Lady and the Cowboy".

"ROMA, Spencer Tracy in "Boys Town".

"STUDIO, Erna Sack in "Nanon".

"STYLLOWO, Elisabeth Bergner in "Stolen Life".

"SWIATOWID, Corriane Leuchaire in "Confidit" (French).

"VICTORIA, Crawford and Sullivan "Shining Hour".

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113680	GELBAUM Henry Regina	30	C/L	"	"	"
113690	SZPICHLER Channa Rachel	10	B/3	"	"	16 Sienkiewicza, Sierakowice
113691	INFELD Frieda	28	B/3	"	"	Kopernika 1/1, Lwow
113691	FAJNER Sara	24	B/3	"	"	4 Szewska, Krakow
113692	WALLNER Małta	25	D	"	"	39 Śródmiejska, Lodz
113708	KLAJMAN Szmul	14	D	"	"	3 Ryemonta, Mława
113711	KLEINER Nucha	17	D	"	"	3 Maja 24, Saryj
113721	GURFINKEL Elkana	34	D	"	"	ul. Chłopa 12, Równo
113722	BOZOWSKI Zisel	20	B/3	"	"	Strzemieszyska Kościelna 54 Rakow, Olechnowice
117250	ROZEMBECH Chaja	18	B/3	"	"	Hipotečna 3, Warsaw Błogoraj
117254	MANUSWICZ Israel	20	B/3	"	"	Przędz 6/B, Długa 43
117257	EPSTEIN Menachem	19	B/3	"	"	Blask Podlaski
117258	FINCAS Lejwa	20	B/3	"	"	13 Sobotniska, Krakow
117258	SERLIN Abram	2	B/3	"	"	Piłudzińskiego 4, Prutany
117260	TETELBAUM Chaim	21	B/3	"	"	Pinczowska 12, Jędrzejów
117261	MELIKSON Jehuda	20	B/3	"	"	"
117262	BISCHOWSKI Zalman	23	B/3	"	"	"
117278	WERDYGIER Sura	30	D	"	"	"
117287	WOJGER Irael	28	B/3	"	"	Davidgródek, 5 Kościuszka 23, Przemysł
117288	GANS Leonora	37	D	"	"	"
117288	WARTSKEN Herman	10	H	"	"	8/10 Bagno, Warsaw
E.2410	E.65 GARINKER Ester	10	H	"	20.7.39	Kiewan
E.2405	L.44 RESZTIK Chaja	28	G	"	31.8.39	31 Zakętna, Łódź
E.2411	L.63 MALINIAK Getzel	84	G	"	30.6.39	"
E.2411	L.68 HADENWURCEL Chaim	83	G	"	31.8.39	Nowolipie 8, Warsaw
E.2419	L.64 LIBERT Ester	8	H	"	3.5.39	Philharmonic Society, Warsaw
E.2419	L.76 DOBROWEN Issay	44	H	"	7.8.39	"
E.2422	WERTSMAN Herman	24	A/1	23.3.39	31.3.39	"
E.2422	ZYSMAN Moses	24	A/1	"	"	"
E.2422	HEBER Pawel	20	A/1	"	"	"
E.2421	MOZCZKI Maurice	20	A/1	"	"	"
E.2421	KUTTEN Alfred	20	A/1	"	"	"
E.2423	ZŁOZYKAMIEŃ Moshe	24	B/3	23.3.39	31.3.39	ul. Piaskowa 11, Grodno
E.2423	KOLODZICKI Szolom	21	B/3	"	"	ul. Kiełkowska 25, Lublin
113741	SZTERN Israel	28	"	"	"	Kalinowszczyzna 78
113742	ASKERN Nucha	21	"	"	"	Ulec, pow. Niesieżył
113745	HALPERN Elias	22	"	"	"	ul. Waszla, Sieniatyce
113746	HEBER Benjamin	16	"	"	"	Chwała
113747	TOBIAS Abraham	24	"	"	"	20 Koszusa, Chmiarny
113760	ZULAK Minda	21	"	"	"	Pocztą Biela, Horyń
113761	HEILBERG Ida	24	"	"	"	1 Kopernika, Lwow
113762	WOLANSKI Zofia	24	"	"	"	Dojazdowska 3, Krakow
113771	RATAJCZYK Jozefa	52	D	"	"	14 Warszawska, Łódź
113772	LWOWICZ Ejda	26	"	"	"	Mir
113773	WOLANSKI Zofia	58	"	"	"	14 ul. Kosciuszki, Kalisz
113775	DUKIEWICZ Miria	48	"	"	"	Szezekoczyska
11665	MUENZ Hirsch Olga	38	C/L	"	"	Rzeszow, Lwowska 1
11666	UNGER Tobiasz	84	C/L	"	"	ul. Krakow III, Celna 11
11668	UNGER Tobiasz	41	"	"	"	"
11668	UNGER Tobiasz	18	"	"	"	"
11668	UNGER Tobiasz	11	"	"	"	"
11668	UNGER Tobiasz	10	"	"	"	"
11668	UNGER Tobiasz	10	"	"	"	"
117281	BLUMENKRANZ Selda	11	B/3	"	"	Brześć n/B, Sadowa 48
117280	MORTENFELD Aron	23	"	"	"	Warsaw
117282	GOLDMAN Szapala	15	"	"	"	Będzin, Malachowska 48
117285	ORTNER Dawid	16	"	"	"	Rawa Ruska
117286	HELBLUM Josef	21	"	"	"	Nowo Mińsk
117284	FRANKFURT Mirjam	19	"	"	"	Hotel Narocz, Zamkowa 26, Wilno
117278	BOKSER Wolf	21	"	"	"	Rowne, Jagiellońska 39
117288	RAJCHBERT Ida	20	"	"	"	Papijanice, Majłanska 3
117287	KUPEL Mendel	26	"	"	"	Wielun, Słaska 4
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117288	WARSZAWSKA Szrja	20	"	"	"	ul. Miła 9, Warsaw
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117289	PENIG Isaac	26	"	"	"	Kosak, woj. Lwowski
117288	HOCHBERG Isak	30	"	"	"	Linlin Lublancowska 57
117284	MELLER Chaim	20	"	"	"	Sanok, Jagiellońska 42
117285	NESTLEJ Lejb	23	"	"	"	Brzezinska 26, Łódź
117287	PESSIS Ari	Am D	10.3.39	14.3.39	"	Słowackiego 4, Kremenieniec
117280	NEGER Leib	36	D	13.3.39	31.3.39	Matejki 18, Rzeszow
117282	HABER Baruch	56	D	"	"	o/o Fischel
117285	RAISMAN Maer Perl	54	"	"	"	Zbąszyn
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E.2410	L67 GUTOLD Chaja	21	H	"	7.8.39	Kłhaskiego 22, Siedlce
E.2419	L67 DANCYGER Mirjam	30	Sym	"	9.3.39	Malachowskiego 34, Będzin
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