

# THE WARSAW WEEKLY

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## LONDON LETTER

by "The Londoner"



General Sir Walter Kirke, Director-General of the British Territorial Army.

### The Territorial Chief.

Perhaps the busiest man in Great Britain today is General Sir Walter Kirke, the Director-General of the Territorial Army.

General Kirke is an artilleryman. His fighting career has included active service on the North-West Frontier of India, in China, and in France where he landed on Aug. 14, 1914, and served on the Western Front until July, 1937.

His post-war service includes a term in India as Deputy-Chief of the General Staff, and a period as General Officer commanding the Western Command at home.

### A Fighting Soldier.

In the two-and-a-half years since General Kirke was put in charge of the Territorial Army it has doubled in strength, and its prestige and fighting power have grown with it.

It has been re-equipped with modern weapons; more intensive training has been devised, and the morale of the British "Citizen Army" is higher today than ever before.

At the present time the Territorial Army, having just reached Peace Establishment, is being brought up to full War Strength—and then being doubled. In all activities connected with this expansion General Kirke takes the leading part. It can be said that any disciplined force reflects the character of its commanding officer, and the Territorial Army today mirrors perfectly the keenness and military skill of the quiet-mannered soldier who controls its destiny.

### A "Night-Workers" Battalion.

It is now possible for patriotic Britons who are occupied in night work to play their part in the citizen's preparation for the defence of his country. It has been announced that there is to be a London Territorial Army Battalion for night workers, so that they may drill by day.

The War Office states that one Battalion of the Royal Fusiliers is to be composed entirely of night

workers such as actors and journalists who are unable to attend the normal evening parades. Recruiting starts at once. This Battalion is one of the oldest Territorial units in London and was one of the first to go overseas in 1914.

The formation of a battalion from particular categories of people is, of course no new idea to the Army. In the past the Army has had so-called "bantam" battalions—composed of men below the normal standard, during the Great War—and battalions reserved for bankers and for sportsmen and athletes.

### Heavy Cavalry.

A revolutionary army change is foreshadowed in the news of the formation of the Royal Armoured Corps. Almost all the famous cavalry regiments of the British army have been mechanised—all, that is, except the Household Cavalry, the Scots Greys, Scotland's only cavalry regiment, and the First Royal Dragoons.

Now the 18 mechanised cavalry regiments and the regular and territorial units of the war-born Royal Tank Corps are to be united in the new Royal Armoured Corps, though all the units concerned will retain their badges, uniforms and existing designations.

An interesting feature is that the new corps will take the place that used to be occupied by the cavalry, that is to say, it will take precedence in the Army immediately before the Royal Regiment of Artillery.

Poor Royal Regiment! There was a time not many years ago when the gunners used to boast that they were the only royal regiment in the army.

Now they have a rival. The Royal Scots were re-christened the Royal Regiment as a reward for their war services.

Incidentally this regiment is the first of the line, the oldest in the British army, and rejoices in the nickname of "Pontius Pilate's Bodyguard!"

### Royal Air Force Comes of Age.

The "Junior Service", the Royal Air Force, reached its majority this month.

Founded in the last year of the war by a fusion of the Royal Flying Corps, which owed allegiance to the Army, and the Royal Naval Air Service, its inauguration was a recognition of the aeroplane as a specialised and independent war weapon.

With the return of peace the R. A. F. fell in importance. Its man-power dropped from 275,000 to 25,000, and in this attenuated condition it struggled on till three years ago, when the period of reconstruction began.

But during the lean years there was never doubt of the R. A. F.'s efficiency. It captured the world's

## How The British Acquired Their Empire

A Record of Freedom and Self-Government

By Donald Cowie

In this article Mr. Donald Cowie, himself a New Zealander and the author of "New Zealand From Within", discusses the question of how the British Empire grew up.

Certain nations have recently attempted to justify their aggressive tactics by reference to the past history of the British Empire. They have said, in effect, that Great Britain acquired her vast overseas territories by the exercise of superior force, so why should they be criticised for adopting the same methods? It is about time that an Englishman tried to answer this question.

Originally the British did acquire colonies by force. Both Canada and India were conquered with the musket, although a large part of Canada was empty territory, and the first portion of India to be owned by the British was freely purchased by a trading company.

Other units of the British Empire to be conquered forcibly were the Rock of Gibraltar, at one end of the inland waterway to the East, and the Rock of Aden at the other end. Part of South Africa was taken with the sword, although Natal was British by virtue of settlement.

But it should be noted that most of these territories were not acquired as a result of deliberate aggressive intention, but rather as the prizes of large-scale wars that had been waged for other purposes. Thus Canada and India came to Britain from her general campaigns against France in the eighteenth century. Gibraltar was taken during the War of the Spanish Succession.

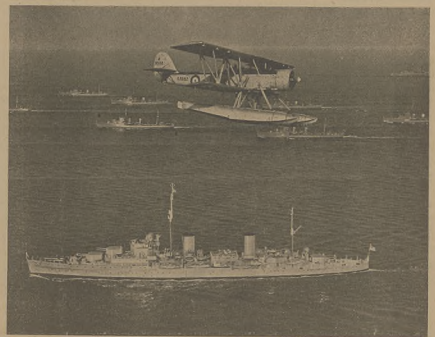
The native ruler of Aden originally offered to sell that colony to Britain, but attacked the British Agent during negotiations, and a punitive expedition was sent to take the territory by force. Similarly Britain was constrained against her will to wage the South African War against the Boers.

It is freely admitted that much of the British Empire was originally acquired by military force. But two other important facts must be adduced to qualify that statement. First, the proportion of the British Empire which was the immediate and direct result of premeditated conquest is not very large. Second, the British soon discovered that

speed, distance and height records over and over again.

Perhaps its greatest achievement was to win the Schneider Trophy three times in succession against the fastest aircraft the rest of the world could produce—so complete a victory as to give the R. A. F. permanent possession of the trophy and end the race!

(Continued on page 2)



H. M. S. "Aurora"—light cruiser serving as flagship for all Home Fleet destroyers.

sword-won territory was not so satisfactory as colonies gained through peaceful methods.

Let us analyse those two very important qualifications. What parts of the British Empire were acquired by peaceful methods?

First, there are those territories which belong to the Empire by virtue of ordinary settlement.

These range from the oldest British colony, Newfoundland, to the vast Continent of Australia. Many other colonies such as Barbados and the Bermudas were empty islands when the British first landed on their shores.

Second, there are the lands which became British by free-will cession. These include Malta, Basutoland, the Fiji Islands, and the great Dominion of New Zealand. Freetown in Sierra Leone was sold to some British philanthropists. Malta was occupied as the result of a request from the Maltese themselves, who had risen against their French oppressors.

The British first ruled Cyprus under a licence granted by Turkey; while Wei-hai-wei, and the Kowloon peninsula against the island of Hong Kong in China were acquired by lease. Finally, a great part of the so-called British Empire consists of various kinds of Protectorates. Sometimes the British afford these small states protection against foreign foes, coupled with control of foreign relations; sometimes they administer them completely in the name of the native ruler. But in each case it is the British policy to educate the native inhabitants until they can safely take care of themselves, when the Protectorate is removed.

Nor is this a hypocritical policy. The British have always honoured their promises. Britain transferred the Ionian Islands to Greece in 1864 entirely of her own free-will, despite Adam Smith's dictum that

"no nation ever voluntarily gave up the dominion of any province". Only a few years ago Britain accorded independence to Egypt and Iraq. Every year India is given more rights of self-government, and Southern Ireland has been allowed virtually to sever her connexion with the British Empire.

The explanation is that Britain has learnt a great lesson during her long experience of colonisation. She has learnt that empires won by the sword invariably perish by the sword. When Britain tried to dominate the young American colonies by force she soon lost them by the same method. It has been her practice, therefore, as soon as a colony has become capable of governing itself, to accord that colony the right of self-government. Thereafter the colony may decide for itself whether it desires to remain in the British Empire.

Accordingly the modern British Empire should be called by some other name, for it is not an Empire at all in the historical meaning of the term. It is a world-wide union of independent and partly-independent states, who remain banded together because they recognise that their political and economic safety depend upon that association.

The British Foreign Secretary, Lord Halifax made an interesting statement in the House of Lords recently. He said that wherever the British had been in the world they had left a trail of freedom and self-government. This record had nothing in common "with the suppression of liberty and of independence of peoples whose political development had already reached an advanced point".

In other words, the British have not yet sought to conquer an established, civilised state by force of arms and incorporate it in the British Empire.



## National Physical Laboratory

Accuracy of measurements to a degree which baffles the imagination are described in the Report of the National Physical Laboratory for the year 1938\*. For instance, improvements in the technique of use of the Laboratory's high precision balance have resulted in the obtaining of an accuracy of 0.001 mg. in the comparison of kilogram weights, that is, one part in a thousand million.

In a general way, however, the Laboratory's work is of a kind whose importance to the work-a-day world is immediately apparent. This work is not always appreciated, as is shown by the case of the League of Nations Assembly Hall at Geneva. There a report on the acoustical conditions undertaken by the Laboratory was ignored. "Certain salient requirements which had been stressed by the Acoustics Committee found no place in the final designs," states the report, "with the result that the acoustics of the Hall are not commendable".

The policeman's lot is made a happier one by the Laboratory. Work on the temperature conditions in police telephone boxes has shown that appreciable heat resulted from adding a false ceiling of 1/4 in. wall board covered on both faces with aluminum foil, so as to isolate the top space in the box and to act as a radiation screen. The effect was to lower the internal temperature of the box by about 6°F. on a hot day in summer, as well as to reduce the chilling which occurs during a cold night.

A device perfected in the physics department of the laboratory enables the temperature of liquid steel to be measured when it is actually in the furnace. This temperature is anything up to 1,650°C. The instrument is known as a quick immersion thermocouple which enables a reading to be obtained in the course of a few seconds. This result is largely

achieved by enclosing the thermocouple in a sheath of special design which protects it in its passage through the molten slag. The sheath lasts sufficiently well for a number of readings to be obtained, and is easily and cheaply replaced.

A compact light-weight short-wave wireless transmitter has been developed in the radio department which can be sent up with a balloon and will automatically transmit information regarding changes of pressure and temperature continuously throughout its journey. Heights up to nine miles with good reception throughout have been reached and in most cases the apparatus has been recovered by means of a parachute without material damage.

In the William Froude Laboratory 37 ship models were tested in the ship tanks at the Laboratory during 1938. Improvements in design resulting from these tests led to a saving of more than 20 per cent. in fuel consumption in one case, in five cases between 20 and 10 per cent., and in 17 other cases between 10 and 2 per cent. The models represented many types of vessel, including a number of high-speed motor boats, large Atlantic liners, express and coastal cargo vessels, tankers of exceptionally high normal speed, and trawlers.

Recent experiments in the Laboratory's wind tunnels in the aerodynamics department have suggested new ways of balancing which are likely to lead to better control in the aeroplanes of the future. With the increasing speed of aeroplanes, the problem of the easy operation of controls on machines which have to execute manoeuvres, has become serious, but now seems on the way to solution.

\* The National Physical Laboratory Report for the Year 1938. Published by H.M. Stationery Office. Price 3s. 6d.

## British Lecturers in Poland

LIEUT. COL. H. ST. CLAIR SMALLWOOD, F. R. G. S.



Colonel H. St. Clair Smallwood leaving Heston London Airport for Warsaw.

was 18, and has led a varied and interesting life.

He has shot big game in Africa, India and China, and explored the little known lands on the Burmo-Siamese and Burmo-Shan frontiers. He crossed the Gobi-Desert in 1919 when he was Aeronautical Adviser to the Chinese Government, and laid out the first aerial routes in China.

He was the Special Correspondent of the "Daily Telegraph" in Peking during the troublous years of 1925/29. His despatches were much appreciated for their intimate knowledge and restraint, and were syndicated in Europe.

He is a member of the Royal Central Asia Society, the Japan Society, the Royal Institute of International Affairs, at all of which he has lectured. He is a fellow of the Royal Geographical Society, and has written for such Journals as "Blackwood's Magazine", "The Graphic", "The Asiatic Review", "The Sphere", "Daily Telegraph", etc.

On the 28th April, Colonel H. St. Clair Smallwood gave his first lecture in Warsaw. The subject was "The Strength and Resources of the British Empire". The lecture which was arranged by the Polish Institute for Collaboration with Foreign Countries and the Anglo-Polish Society was attended by a large audience who listened with great interest to the vivid and colourful talk of the Lecturer.

Colonel's Smallwood second lecture, in which he will speak on

## Britain's Merchant Navy

By Herbert W. Dawson.

A full report on the condition of British Merchant Shipping is now being considered by the Government, and their recommendations will shortly be made public.

All shipping has been affected by world conditions, but Britain in 1938 built 231 new vessels — five times as many as her nearest rival.

To some people the British Merchant Navy means the record-breaking liners. Some, with wider vision, think of the Merchant Navy in terms of the "express freighters" that carry the bulk of the world's trade and there are others who regard the small privately owned "tramp" steamers as the backbone of the Merchant Service.

Probably the small "tramp" does best represent the spirit of individuality and personal effort that went into the building of the British Merchant Marine. On the freight routes British ship masters do not worry about speed records, national prestige or economic warfare. They are faced with the necessity of earning a fair profit through fair service — they remain real sailors, real men, wresting a living from the sea.

This spirit of individuality has been expressed in other ways. The British shipowner has always had a horror of "government interference" — which to him, means "scheme of state subsidies".

His anxiety to avoid such interference has always been regarded with suspicion. Unfortunately world shipping is not governed by these considerations. There is not space here to discuss the thorny question of "subsidised shipping" and no-one connected with the British shipping industry takes exception to the natural desire of other nations to possess a strong merchant marine. They expect competition but would like to see this competition both natural and economic. It must be confessed that many shipping lines do not conform to these simple standards.

During the past twenty years, the state subsidised lines have made undoubted progress. The German service to South Africa, German, Italian and French ships on the South American routes, and American and Japanese lines in the Pacific have a major part in the undeclared "shipping war". The recent cancellation of the German South African Service, following the withdrawal of the South African subsidy, reveals the artificial nature of many of these lines.

At the turn of the century, the British Merchant Marine served as carrier for almost every nation, and in 1914 Great Britain controlled 41% of the world's shipping. Today, despite subsidies and nationalistic trade restrictions, the British Merchant Navy is still



The British Royal Mail liner "Andes" was launched recently. She is designed for the service between Southampton and Buenos Aires and will be the largest liner on this route.

dominant on the high seas. In 1938 there were 9,670 ocean-going ships flying the Red Ensign — representing 20,947,820 tons. This amounts to over 30% of the world's total — either for ships or tonnage — and 26% of the world's sea-borne commerce is still carried in British ships. It is interesting to note that while the actual number of vessels is less than in 1914, the total tonnage is very slightly greater.

There is much talk of the possible use of a merchant fleet in time of war, though this is really a contradiction in terms! A real merchant marine is essentially a peace time service, flourishing on trade expansion and is the best ambassador of good will in existence. The close relation between British shipping and the economic condition of the world is illustrated by the number of idle ships in British ports during the trade depression. In 1934 this figure reached 1,028, the following year it had dropped to 587, then to 457 and by 1937 it was only 57 — mostly old ships whose slowness or out-of-date equipment proved too great a handicap.

Modern equipment will not, by itself, make an efficient merchant service. It is the qualities of British seamen and the skill of British shipbuilders that have kept the Merchant Navy in its predominant position. In the passenger service, safety is the prime consideration. Speed — not even "world records" — is never allowed to endanger life. The year 1936, the last period for which full figures are available, shows that only one passenger lost his life through disaster overtaking a British ship at sea. The Merchant Navy has its own record gallery. For sheer courage it is hard to equal the work of the Merchant Service during the war — risks fully shared by every sailor who put to sea — when unarmed ships

sailed through minefields and submarine traps as though no danger existed. It is no exaggeration to say that these men kept Great Britain in the field. In the course of duty 14,287 seamen of the Merchant Service lost their lives and 2,479 vessels were destroyed. It was the courage shown by this "non-combatant" service that inspired King George V to revive the old Tudor title of "The Merchant Navy" — of which the Duke of Kent, the King's youngest brother, is the present Master.

The British Government has been forced to examine the position of the Merchant Navy, whether their intervention was welcome or not, and a full report is now before the Cabinet. More important than money grants is the probable recommendation that British shipping should receive preferential treatment on British routes — between one Empire port and another — and that all cargoes subject to Government control should be carried in British ships. Official help for the shipbuilders will also be suggested — partly as a military measure — although in 1938 British shipyard built 251 vessels against the 51 constructed by their nearest rival. Certainly competition at sea will be met and answered by Great Britain.

These plans will probably mean the passing of the privately owned ships — an event to be regretted — but the industry as a whole will benefit by Government help. Considering the part the Merchant Navy plays in British life — it is the country's most vital industry — there is no doubt that this help will be readily given. Traders in every land can continue to rely on the safety, reliability and fair dealing that have established the British Merchant Navy as the servant of commerce across all seas and between all peoples.

"Eastern Corners of a Western Empire" will be held on the 2nd of May, at the Pałac Staszica, at 8 p. m.

### LORD MALCOLM DOUGLAS - HAMILTON

Lord Malcolm Douglas-Hamilton was born in 1909 and was educated at Eton and the Royal Air Force College, Cranwell. He was an officer of the Royal Air Force from 1929 to 1932 and of the Auxiliary Air Force from 1932 to 1934. He is now in the Royal Air Force Reserve. From 1932 to 1933 he was chief pilot for British Flying Boats, Limited and was flying instructor at the Far East Flying Training School, Hong Kong from 1934 to 1935. From 1935 to 1937 he was flying instructor for Air Services Training Limited, Hamble. He completed the British School Empire Tour of New Zealand in 1938 and in that year

was adopted Conservative Parliamentary candidate for Devises.

While at the Royal Air Force College he represented the Royal Air Force at boxing, and was light-heavy weight champion of the Royal Air Force in 1930. He represented his college at rugby football and skill-at-arms and was captain of rowing. He is a very keen mountaineer and has climbed in the Alps, Pyrenees, New Zealand and Great Britain.

Lord Malcolm Douglas-Hamilton has flown a total of 3,700 hours, during which time he has piloted seventy different types of aircraft.

This experience will give particular interest to his lecture on "Flying Training in Great Britain", on which he has pronounced and progressive views. This lecture which is arranged by the Polish — British Chamber of



Lord Malcolm Douglas Hamilton.

Commerce and the Anglo-Polish Society will be held on the 4th of May at the Pałac Staszica at 8 p. m.

