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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

term in India as Deputy-Chief of the General Staff, and a period as General Officer commanding the

## 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

nas 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 Armer", is higher tedar the strength. Army" is higher today than ever

At the present time the Territorial Armay, 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.

"Sticht-Warkers" Battaljon.

#### A "Night-Workers" Battalion.

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 Pusiliers 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 Cavairy, 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 toyal Tank Corps are to be united in the new Royal Armoured

loyal 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 preceded in the cavalry, that is to say, it will take preceded to 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.

they were the only royal regiment in the army.

Now they have a rival. The Royal Scots were re-christened Royal Regiment as a reward

the Royal Regiment as the 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,

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 aeronjane as a specialised and

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 or with

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

was freely purchased by a trating 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 wirtue of settlement.

virtue of settlement.

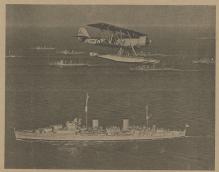
But it should be noted that most of these territories were not acquired as a result of deliberate aggressive intention, but rather as the prizes of large-scale wars that had been waged for other purposes. Thus Canada and India came to Britain from her general campaigns against France in the eighteenth 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 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 was originally acquired by proceed to the proper 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 was originally acquired by military force. But two other important facts must be adduced to qualify that statement.

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 possesion of the trophy and end the races!

(Continued on page 2)



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

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

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 She has learnt a great lesson during her long experience of colonisation.

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 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 Evenion. the British Empire.

Accordingly the modern British 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.

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.

#### LONDON LETTER

#### Britain's Air Chief.

The remarkable progress of British air rearmament and the expansion of the R. A. F. draws attention to the man who has attention to the man who has control of this formidable weapon. He is Air Chief Marshal Sir Cyril Louis Norton Newall, the 53 year

but of preparing — in the face of the possibility of a world war — the tremendous counter-attacks which would play so big a part in

which would play so big a part in Britain's aerial strategy.

Sir Cyril Newall has been practically associated with British flying almost from its first days.

In 1911 he spent most of his home leave (he had been serving with leave (he had been serving the Indian Army) in learning to fly, and qualified as a pilot. His Royal Aero Club certificate was

#### A Gallant Leader.

A Gallant Leader.

Sir Cyril was one of the first officers selected by the Indian Army to have special flying instruction at the Central Flying School at Upavon in 1913, and on returning to India he was engaged in the formation of an Indian

in the formation of an Indian Central Flying School.

On the outbreak of war, Sir Cyril Newall joined the Royal Flying Corps in England as a Flight Commander, serving with the crack Number 1 Squadron. He is essentially a fighting airman, of the type that men follow gladly because of his resolute leadership. For instance, in 1916 he was recorded the Albert Medal, for

because of his resolute leadership. For instance, in 1916 he was awarded the Albert Medal for conspicuous gallantry.

A fire had broken out inside a large Royal Flying Corps bomb store containing nearly 2,000 high explosive bombs. Sir Cyril led a small party into the building and succeeded in putting out the flames.

British 'Planes to Spare!

A sidelight on the extraordinary progress of Britain's air rearmament is revealed by the publication of the Board of Trade

These show that Britam exported in March 'planes and engines to the value of £559,776. Compared with the same month in 1937 this with the same month in crease of figure shows an increase of £311,000.

Details of many of Britain's air all customers must be applied the Government. It is known, however, that last year the De Havilland Company exported 'planes and engines to twenty-eight

For instance, Blenheim 300 miles per hour bombers and Anson training 'planes have been sold to

Portugal is buying large numbers of 260 miles per hour Gladiator four-gun fighters. Belgium has just ordered twenty Hurricane 330 miles per hour fighters corrying eight guns. Greece, Denmark and Egypt are also considerable Egypt are purchasers.

## Shipbuilding "Hustle".

Every week during the next twelve months one new ship will be joining the Royal Navy. The whole tempo of naval construction

now reaching its peak — has been immeasurably speeded up. Ships now building are being launched a full year earlier than were similar types a few years ago. H. M. S. Bonaventure of the

H. M. S. Bonaventure of the 1937 programme, a 5.400 ton cruiser carrying ten 5.25-inch guns, being launched this week, is almost a year ahead of schedule — the light cruiser Aurora of the same size taking three years to reach the same stage.

authorization by Parliament -remarkable feat of engineering.

British shipyard workers have lost none of their old skill, and ships joining the Fleet today are finest vessels ever to fly the White Ensign.

#### Civilian Defence Organisation.

Civilian Defence Organisation.

Some extremely important facts, demonstrating the considerable and rapid progress which is being achieved in civilian defence, were disclosed by Mr. Walter Elliot, Minister of Health, in the House of Commons recently.

Today no less than two hundred thousand people in Britain each week are being provided

hundred thousand people in Britain each week are being provided with new steel shelters — "Anderson shelters", as they are now called, after the Minister who is in charge of Civilian Defence. A complete survey has now been completed of the now been completed of the numbers which should be evacuated in the event of a war and of the accommodation in the safer areas available to receive them.

The survey contains the necessary information for the evacuation of some sixteen million people from the most congested areas. But Mr. Elliot plans to concentrate at first on the rapid transportation of four million

The transport problems involved in such a large scale evacuation are, of course, formidable and it is a manifest proof of the exceptional efficiency of the four days is considered sufficient time to effect the evacuation of

# Food Supplies in War-Time.

it only needs a telegram to start all the machinery moving:

In the event of war a Food Controller will be appointed as head of the Food Defence Plans Department. At present this Devartment is largely concerned with supervising the storage of ossential commodities, seeing that the food trade and the local authorities will know what is expected of them, and assuring bulk suppolies and retail expected of them, and assuring bulk supplies and retail distribution in time of war. Rationing of vital foodstuffs will

This will be supervised by Food Control Committees, of which there will be some 1,400. At the same time, there have been appointed eighteen Regional Food Controllers who are direct representatives of the Department.

#### For The World's Fair.

Many treasures from Britain, together with replicas of treasures which cannot be taken across the Atlantic, will be seen in the British Pavillion at the New York World's Take

Among the valuables on loan is a New Testament in Greek, bound for Queen Elizabeth in 1550. Another fine example of sixteenth century English book-binding is the volume bound for Robert Dudley, Earl of Leicester, a suitor for the hand of Queen Elizabeth. An original map of Sir Francis Drake's West Indies voyage of 1585 and the original Royal Warrant releasing Sir Walter Raleigh from the Tower of London for his last journey to America will

for nis last journey to America wiil also be displayed. Replicas of the Crown Jewels and original plate loaned by the great City Companies are other features likely to inspire wide

#### AVIATION NEWS

# A WEEK OF BRITISH FLYING

Important accelerations of Britain's Empire and European air services, achieved by adoption of more exacting time schedules and

augmented frequency, take effect this month.

British air transport companies now operate the fastests services on three main European routes — London—Paris, London—Budapest, and London—Warsaw. Like giant shuttleeocks, streamlined four-engined Albatross or "F" class, airliners operate between London and Paris at twice the previous frequency, making the 205 miles' journey in a scheduled time of 70 minutes point to point. Every two hours, from 8 o'clock in the morning, these airliners, holders of several inter-capital commercial flying records, leave the Croydon airport while a reciprocal service airport while a reciprocal service operates from Paris. There are now

Two more Albatross airliners named "Fingal" and "Fiona" have just been delivered to Imperial Airways, making a total of five in the company's services. Their maximum level speed is 225 m. p.

maximum level speed is 225 m. p. h., while they may be cruised at speeds of up to 210 m. p. h.
Journeys along the 30,000 miles of Empire routes — the world's greatest airline network — will benefit from extra services. Seaplanes bound for Empire destinations will now leave Southampton on every day of the week except Tuesdays Between England and Australia a two-day schedule from Southampton to days 14% hours. New night stops

on the homeward run are Calcutta. Karachi and Basra.

#### To Durban in 108 Hours.

Accelerated African services reduce elapsed time between Southampton and Kisumu to 3½ days and over Southampton-Durban to 4½ days. A weekly service between Kisumu and Durban, operated by South African Airways (an associate company of Imperial Airways) connects with Empire seaplane services.

Empire scapiane services.

Concurrently, measures to girdle
the world with "all-red routes"
make swift progress. The transCanada coast-to-coast service has
been inaugurated. Regular North
Atlantic services are due in a
matter of weeks—when the west
Atlantic services are hen the west matter of weeks — when the west Atlantic seaboard is free from iee. Four Short S. 30 transatlantic flying-boats, ambodying special apparatus for taking on extra fuel in mid-air from "tanker" aircraft, are completing trial flights; they hear the approx bear the names "Cabot" "Connemara", "Clyde" an

"Caribou".

Later in the year, with the provision of adequate ground organization, will come the transfarman Sea service linking Australia with New Zealand, which will the greated by these S. 30 will be operated by three S. 30 flying-boats named respectively "Aotearoa", "Australia", and

#### EMPIRE AIR DAY, 1939

Seventy - eight British aerodromes, including 63 Royal Air aerodromes, including 63 Royal Air Force stations, will be open to the public on the sixth annual Empire Air Day — May 20. Last year 424, 961 people visited 58 stations in spite of extremely bad weather.

Demonstrations of flying by squadrons of high - performance fighters and bombers, and exhibitions of aircraft equipment will be among the day's special

## Through Three Centuries.

A successful attempt to convey to visitors to the Fair the Britain to visitors to the Fair the Britain of today has been made with scale size models. These range from a Cotswold village, Lincoln Cathedral, and mediaeval castles to modern British aircraft and cars. One model illustrates graphically the charging face of British

#### The Original Road Hog.

While motorists increase - and British motor sales, sure indication of prosperity, are on the up grade again — the pedal cycle seems to hold its own. Next month indeed a curious cavalcade of cyclists will set off for a week-end tour. These will not be any zipp-jacketed young enthusiasts but a party of middle-aged gentlemen, to wit the managers, directors and chairmen of British cycle manufacturing companies.

manufacturing companies.

They are undertaking this strenuous week-end solely to do honour to a long-departed Scot, one "Daft-Pate" MacMillan, who wars ago invented the first one Datt-rate MacMillan, who 100 years ago invented the first pedalled bicycle, and three years later rode his creaking wooden

contraption from his home in Dumfriesshire to Glasgow. MacMillan, 'a blacksmith by

MacMillan, a blacksmun by trade, was also a part-time dentist, and there are people still alive who remember having their teeth extracted in his smithy.

He was also the first "road hog", for on his first historic journey, "through the air on wheels", a small child got in his way, and MacMillan was fined 5s. for riding "to the danger of the public".

#### Going Aloft.

It's a far cry from MacMillan to the modern aeroplane. Nine miles a day was fair going on his earthbound "boneshaker", but some of the new British R. A. F. planes are capable of 9 miles (or

over 14 kilometres) a minute. It has been officially disclosed, for instance, that test pilots flying the new Spitfire fighters have recently attained speeds up to 550 miles (or 880 kilometres) per hour on power dives — only 50 miles per hour short what some experts believe must be the aeroplane's

What is cannot to be the fastest cross-country light ever was made the other day by a Miles Master, R. A. F. training machine. Its pilot began a steep descent with engine on while over Oxford and in no time found himself at Famburguph. He must have and it he was have averaged 504 miles per hour, for the distance is 42 miles and the time taken — only 5 minutes!

#### Radio by Telephone.

A system by which radio will be disseminated over the ordinary telephone lines is shortly to be inaugurated. This new system will obviate the danger to the community in time of war of being deprived of information and

#### IDEAL HOMES

The Ideal Home Exhibition, inaugurated by the London newspaper the Daily Mail 23 years ago and repeated annually since as a notable contribution to the national life and trade of Britain, recently opened its doors at Earls Court in London. The exhibition concerns itself with domestic matters, giving visitors an opportunity to see the latest ideas in good housing, good nousene-pag-and lovely gardens. There was a special significance this year in the deafening applause which greeted the words of a distinguished guest at the opening luncheon who described Great Britain as ,one of the few ideal homes left in the interest in the displays of certain other nations that they are always able to distinguish between a country's homes and its politics.

One of the most striking features of the present show is the so

of the present show is the so-called Maleidakon, a white pillar rising 100 feet above a rippling lake, combining music and colour in waves if moving light. This in waves if moving light. This invention solves for the first time the problem of uniting tones and colours by playing at the same time tunes and tints on two similar

time tunes am.
key - boards.
Another great attraction is a replica of the cabins on board H.
M. S. Repulse which have been prepared for the King and Queen when they travel to Canada. Then there is a whole village of full-sized and fully - furnished houses and bungalows, ranging in price from \$200 to \$2.250, the most from £200 to £2,250, the most interesting the All-Europe house,

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r further particulars, apply UNITED BALTIC CORPORATION,

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bombs or jammed by foreign interference. The new telephone wire system

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# National Physical Laboratory

Accuracy of measurements to a egree which baffles 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. is, one part in a thousand

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 fined desire."

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 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.

as a quick immersion thermocouple

achieved by enclosing the design which protects it in its passage through the molten slag. obtained, and is easily and cheaply

A compact light - weight short A compact ignt - 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 against the support of the superature without the superature without the superature and the superature without the superature with superatu by means of without

In the William Froude In the William rioux. Laboratory 37 ship models were tested in the ship tanks at the Laboratory during 1938. Improvements in design resulting Improvements in design resulting from these test 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, in the design of the cases between the models represented many types of vessel. 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 as

Recent experiments in the 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

\*) The National Physical Laboratory Report for the Year 1938. Published by H. M. Stationery Office, Price 2s. 6d.

# Britain's Merchant Navv

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.

and their recommendations will shortly be made public.

All shipping has been affected by world conditions, but Britain in 1938 built 251 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 breaking liners. Some, with wider vision, think of the Merchant Navy in terms of the "express freight ers" 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

freight routes British ship masters do not worry about speed masters to not worry about a speed record s, 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

This spirit of individuality has 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 "government control" — and any scheme of state subsidies 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 "subsidiseti shipping" and none connected with the British shipping industry takes exception

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

dominant on the high seas. In 1938 dominant on the high seas. In 1938 there were 9,679 orean-going ships flying the R e d Ensign—representing 20,947,820 tons. This amounts to over 30% of the world's total—either for ships or tomage—and 26% of the world's sea-borne commerce is still carried in British ships. It 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

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 a 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 world is Hustrated 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 who se 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 proved. a British ship at sea. The Merchan Navy has its own record gallantry, For sheer courage it is hard to equal the work of the Merchant

submarine traps as though no dan-ger existed. It is no exaggeration ger 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 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.

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 British ships. Official help for the shipbuilders will a l s o be suggested — party as a military at sea will be met and answered by Great Britain.

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 — 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.

# 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.

Lieut. - Col. H. St. Clair Smallwood, F. R. G. S. who is at present on a visit to Poland, is a widely travelled lecturer with an unusually intimate knowledge of the Far East. He has travelled, and lived, in many Eastern Countries, from Bagdad to Tokyo. His knowledge of the world includes most European Countries. includes most European Countries, Russia, Siberia, China, Manchuria Russia, Siberia, China, mantenara, Mongolia, Philippine Islands, Dutch Indies, Japan, Canada, U. S. A., Siam, Straits Settlements, Federated Malay States, Burma, Siam, Stratts Settlement Federated Malay States, Burma, Shan States, Andaman Islands, Ceylon, India, Baluchistan, Egypt, N. S. E. & W. Africa etc.

He served in the South African War, and in the Great War on many fronts in British Cavalry, Indian Cavalry, R. F. C. and R. A. F. He was wounded and had two

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 Aeronautical Adviser to the Chinese Government, and laid out the first aerial routes in China.

He was the S p e c i a l Correspondent of the "Daily Telegraph" in Peking during the troublous years of 1925/29. His despatches were much appreciated for their intimate knowledge and

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 Seciety, and has written for such Journals as "Blackwood's Magazine", "The Graphic", "The Asiatic Review", "The Sphere", "Daily Telegraph", etc.

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-Delish Society. 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

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

#### LORD MALCOLM DOUGLAS - HAMILTON

was born in 1909 and was educated at Eton and the Royal Air Force College, Cranwell. He officer of the Royal A le was an Air Force from 1929 to 1932 and of the Auxilliary Air Force from 1932 to 1934. He is now in the Ro Air Force Reserve. From 1932 Air Force Reserve. From 1832 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 the Conference of the Conference Training for Air Services Training Limited Hamble. He conducted the British School Empire Tour of New Zealand in 1938 and in that year adopted Conservative

Devizes.

While at the Royal Air Force While at the Royal Air Force College he represented the Royal Air Force at boxing, and was light-sheavy 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 particular interest to his fecture 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 Palac Staszica at 8

# MUSIC

The XVII International Festival of Modern Music was held this year from the 14 — 21 April in Warsaw and Kraków.

Representatives from 20 foreign countries assembled in the Polish capital competing nobly in a tournament of modern music. They were warmly and generously received and their performances listened to with sympathy and interest. The days have passed when the moderns were greeted when the moderns were greeted with derision and at present the public is willing to acknowledge the contributions they have made to music in general. It is evident we owe to them a greater variety of rhythm and a richness of orchestral colour. The present festival confirmed this very decidedly.

England was representated by three composers, Christian Darnton, Alan Rawsthorne and Elizabeth Luytens, and one conductor Stanley Chapple. The British contributions were disting uished by marked individuality and boldness and skill in the handling of instruments.

instruments.

At the first orchestral concert Jean Rivier's (France) Symphony in Dmajor proved to be a work of interest and profundity, the Scherzo and Finale from Wladimir Vogel's (Russia) violin concerts, played extremely well by Suzanna Other works were Joseph (Spain) Symphony, of which the pastorale was attractive; Légende Epique by Marcel Poot (Belgium) for piane and orchestra of which the solo was excellently played by Ignace Blochmann (Brussels), further Passacaglia and Choral by Slawko Oster (Jugoslavia) an austere work, difficult to digest austere work, difficult to digest at first hearing. Other orchestral concerts were on Friday the 21st, when Boleslaw Woytowicz presented for the first time 20 Symphonic Variations containing some lyrical moments of beauty, some lyrical moments of beauty, but on the whole somewhat harsh and dry. Gaston Brenta showed humour in his "Shoemaker and Pinancier" for voice and orchestra. Perhaps the most attractive composition of this concert was Lars Larsson's (Sweden) Ostinato

Of the projected two chamber music concert in Warsaw only one was realized. The extensive programme of this concert brought deeply serious a *Cantata* by Conrad Beck (Switzerland) for soprano, flute, piano and orchestra in which the vocal part was excellently sung by Ginevia Vivante (Italy) the other André Souris Rengains, the other Andre Souris Rengains, witty, ironic and charming. The composer conducted this latter winnig stormy applause. Five Etudes for piano and orchestra by a Dutchman, Robert de Roos, performed by Marcelle Meyer were the profess and of the same time.

monotonous.

The choral concert of Polish music on the 16th April introduced us to two new compositions—one by Stanislaw Wiechowicz.

\*\*Romantic Cantata\*\* truly romantic.\*\* Komantic Unitativ Uruly romantic in feeling, and Michal Kondracki's Cantata ecclesiastica revealing sincere and deep religious spirit. The most beautiful, however, was Szymanowski's Stabat Mater cising to prespecify of mystic forests.

The performances of the Polish Ballet at the Opera House included Kondracki's Cracow Legend, Szymanowski's Harnasie and Palester's Song of the Soil The principal solists were Zbigniew



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Kilenski, Alexandra Glinka and Olga Sławska. The latter was quite charming in the *Song of the Soil* earning a huge triumph. The troup as a whole attracts by its freshness

The general impression made by the Festival was favourable as revealing many young and interesting talents both as regards interesting talents both as reger-composers, conductors a n d performers, who hold high the torch of music culture and pursue noble ideals taking their art seriously and profoundly.

K. M.

#### WARSAW STAGE The Ashen Veil.

Teatr Narodowy has presented the newest comedy of the talented Polish poet and comedy-writer, Mrs. Maria Kossak Jasnorzewska, entitled the Ashen Veil (Popielaty Welon). It is unfortunately, the weakest play by this author, and the banal story of three uninteresting women in love with the same and even more uninteresting man does not deserve

to appear on the representative dramatic stage of Warsaw.

The public, thanks to the return to the stage of Maria Gorczyńska, who has appeared after a two-year and Dulebianka (an expressive and comic burlesque in the episodical role of Countess Zebrzydowiecka) Zofia Kajzerówna, Jan Ciecierski and Jerzy Śliwiński.

The producer is Aleksander Zelwerowicz, while the effective settings are by Stanisław Jarocki. J. M.

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#### CHERRY BLOSSOM NIGHT

Biossom Night will be neid at the Oficerskie Kasyno Garnizonowe, 2, A. Szucha. The ball is being arranged by the Association of Youth from the Far East (Związek Młodzieży Dalekiego Wschodu).

# STAGE AND SCREEN: A SHAW REVIVAL

By Edward W. Betts of "The Era"

There is, of course, always a Shaw revival. Dramatists may come and go, but G. B. S. seems to hold the stage all the time, and a clear space in the limelight. Let it is right to focus attention on him just now, because he is enjoying an unusual spell of popularity. For this his film version of Pygmalion is partly responsible. It was as big a success in the United States of America as it was in England, where its success exceeded its makers' most hopful anticipations.

Bernard Shaw himself recently There is, of course, always a

hopeful anticipations.

Bernard Shaw himself recently admitted that "When it was announced that Pygmalton was to be filmed with my dialogue, and without the story being cut to bits, a great many people threw up their hands and laughed. They thought that the result would be disastrous. But it wasn't disastrous, it was extraordinarily successful. Why? The story is very old, and isn't as wonderful as all that. But because the producer of the film because the producer of the film because the producer of the film is one of the few men in the industry who realise and

is one of the few men in the industry who realise and acknowledge the importance of the professional writer in the studio it tourned out well". He is now busily engaged on the preparation of film version of Major Barbara and The Devil's Disciple, both of which are to be produced by Gabriel Pascal, who serves of Paramalion.

produced by captiel rescal, who sponsored Pygmallon.

But it is not in the cinema only that he is doing well; he is also having much success with the stage revivals of Geneva and The naving much success with the stage revivals of Geneen and The Doctor's Dilemma. Moreover, the Mask Theatre at the Westminster Theatre has just sent a company to Holland to give a week's performances of Candida. The play was presented as a period piece of the "nineties", but it is remarkable how well the wit and humour has worn.

Stephen Haggard, the sincere young actor who appeared in this Candida revival, is to act in his own first play. Weep for the Spring, which Michel St. Denis will produce, with decor by Motley.

Luise Rainer, well known in Europe and America as a film star, has signed a contract with star, has signed a contract with Henry Sherlet to make her stage debut in London in the middle of May. It was Miss Rainer's ambition to appear here ir comedy. She will have her wish and play the lead in a new comedy by Jacques Deval, the author of Tovarich.

Bette Davis is another Hollywood film star who hopes to make her debut on the London stage this year.

THE ANGLO-POLISH SOCIETY-TOWARZYSTWO POLSKO-ANGIELSKIE

# Programme for May 1939:

Tuesday 2nd – Lecture by Colonel H. St. Clair Smallwood on "Eastern Corners of a Western Empire" at 8 p. m. at Palac Staszica

Thursday 4th - Lecture by Lord Malcolm Douglas-Hamilton on "Flying Training in Great Britain" at 8 p. m. at Palac Staszica

Saturday 13th — The Club will be at home from 5 to 7 p. m. Charge for tea and cakes 1 zl. Please, come and bring your friends.

The A. R. P. Course for non Polish members will continue every Monday, Tuesday and Friday (8.15 p. m. till 10 p. m.) till recalling.

Every Wednesday – Reading Evening at the Club from 8.30 to 9.30 p.m. Every Thursday – film show at the Club from 9 till 10 p. m. The premises of the <u>Society</u> are open daily from 10.30 a.m. to 1.30 p.m. and from 4 p.m. to 9.30 p.m. (Sundays from 4 to 7 p.m. only).

The Library is open only on week days till 7 p. m., and till 1.30 on Saturdays.

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# INEMA

ATLANTIC. "Luiza Rainer and Mi litza Korjus in "The Great Waltz", (Musical on life of Strauss).

BALTYK. Raimu in "La Bataille de la Marne". (French).

CAPITOL. Shirley Temple in "Little Miss Broadway".

CASINO. Madelain Carrol in "Marriage

COLOSSEUM. Karloff in "The Son of Frankenstein".

EUROPA. Jean Murat in "Captain Benoit". (French).

IMPERIAL. "Little Tough Guys in

NAPOLEON. Vivianne Romance in "Gibraltar" (French Spy drama). PALLADIUM. Deanna Durbin in "Three smart girls grow up".

PAN. Barszczewska and Pichelski in "Trzy Serca" (Polish drama).

RIALTO. Constance Bennet in "An invisible rival".

ROMA. Cary Grant in "Gunga Din" STUDIO. Sybilia Schmidt in "The dance on a volcano".

STYLOWY. Brodniewicz in "Dr. Murek" (Polish drama).

SWIATOWID. Carola Lombard in "We go through life". VICTORIA. Szczepko and Tońko in "Włóczegi" (Polish folk).

# ART EXHIBITIONS

I. P. S. Estonian Art

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NATIONAL MUSEUM. Paintings by Adam Chmielowski (Brother Albert)

# THEATRES AND MUSIC

ALIBABA. "Sezonie, otwórz się". (Musical).

ATENEUM. Maszyński and Jaracz in "The Barber of Seville" (by Beaumarchais).

BUFFO. Wegrzyn in a comedy by Nestroy "He had a pleasure". CRICOT Closed.

FILHARMONIA. Symphony concerts

KAMERALNY. "Elisabeth, woman without men" (French drama)

KONSERWATORIUM. Occasional

LETNI. "Pensjonat we dworze". (new-Polish comedy).

MALE QUI PRO QUO "Strachy na Lachy". (Musical 7.30 and 10).

MALICKIEJ. Marszałkowska Street Malicka in "An Enamoured Wife". (comedy by Porto-Riche).

MALV. Przybyłko-Potocka, Ziembiński and Wojtecki in "The Importance of Being Earnest" (new production of Oscar Wilde's comedy).

NOWY. Ćwiklińska and Lubieńska in "Hay Fever" (by Noel Coward).

NARODOWY. Gorczyńska in "The Ashen Veil" (new comedy of Jasnorzewska).

POLSKI. Barszczewska, Pancewiczowa Węgierko and Kreczmar in "Hamlet"

REDUTA. "Anny and the Ghost" (Polish comedy by Adam Bunsch).

TEATR 8.15. Lucyna Szczepańska in "A Lark (operette by Lehar).

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