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5th YEAR

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The Fourth Anniversary of Marshal Pilsudski's Death



The President and Marshal Smigly-Rydz leaving the Belvedere after the memorial service

LONDON LETTER

by "The Londoner"

Lord Lothian for the United States.

The appointment of the Marquess of Lothian to be the British Ambassador to the United States is a reversion to an earlier British custom of sending non-diplomats as Ambassadors to Washington.

Sir Ronald Lindsay, the retiring Ambassador — who has spent nine years in this most important post — is, it is true, a professional diplomat.

Previously, however, the appointments of Lord Reading, Lord Grey and Sir Auckland Geddes, none of whom was a professional diplomat, established a precedent.

The choice of Lord Lothian is a peculiarly happy one. America and the Americans are well known to him as he has travelled widely in the United States. He is, moreover, a personal friend of President Roosevelt and has been a guest at the White House.

A Brilliant Career.

Mr. Philip Kerr, as he was until he succeeded his cousin in the peerage in 1930, was one of "Milner's young men" — a brilliant group of young politicians who helped to make the post Boer War settlement in South Africa work, and who are reputed to have been the "Brains Trust" behind the 1937 Constitution for India.

When in 1916 Mr. Lloyd George became Prime Minister of the Coalition Government, Mr. Kerr was one of his private secretaries, his sphere being foreign affairs.

In that capacity Mr. Kerr, although out of the public eye, exercised great influence, particularly during the later stages of the Great War and at the Versailles Peace Conference. He came to be regarded as one of the ablest political thinkers of the day.

Lord Lothian is fifty-seven years old, and is a bachelor. In politics he is a Liberal, and held the Cabinet position of Chancellor of

the Duchy of Lancaster in the National Government of 1931.

Later in the year, after serving at the Round Table Conference on India, Lord Lothian was appointed Under-Secretary of State for India.

One of the most ready and informed of British speakers, Lord Lothian is also a brilliant journalist. From 1910 to 1916 he edited "The Round Table", the political quarterly review, and has always been a frequent contributor to the leading British and American newspapers.



Lord Lothian

Territorial Army Recruiting.

More men volunteered for service with the Territorial Army during April than in any previous month. 84,000 recruits, both officers and men, joined the Field Force and another 4,000 joined the Anti-aircraft and Coast Defence.

The extraordinary success of the British recruiting campaign can be realized from the following figures. At the end of August 1938 the total strength of the Territorial Army amounted to 186,000 men.

(Continued on page 2)

The British Budget

By Joseph Martin.

The Cost of Security.

When Mr. Bonar Law, then Chancellor of the Exchequer, introduced his Budget in the House of Commons in 1913, he had to raise £2,972,000,000. Never before or since have such figures been submitted to Parliament. This request, as Mr. Bonar Law pointed out, was on a scale "far exceeding any that has been known at any time or in any country". Yet it was received without expressions of alarm. After four years of war Parliament and public were inured to alarms and strains of every kind.

When the Great War ended the British people contemplated with composure and comparative relief the colossal load of debt heaped upon them. Freed from the nightmare of war, and believing that the world had returned to sanity and that national industry and a recovered spirit of goodwill among the nations would restore settled and prosperous conditions, they settled down to work to pay off their debts. Unfortunately, those beliefs have been belied. Again war alarms are being sounded, and the national finances must be based not upon considerations of peaceful development, but upon the necessity to build up a huge war machine.

How clearly this is realised and how completely, if reluctantly, the British public have accepted the challenge to be prepared for war on a great scale, was evident when Sir John Simon, the Chancellor of the Exchequer, introduced his Budget for the financial year, 1938-9, in the House of Commons on the 25th April. It was well known beforehand that colossal sums would be involved, and that the taxpayer would not only have to continue bearing his present heavy burdens but possibly have to shoulder more, but there was no undue alarm, there was even less excitement than is usually shown on Budget day.

Yet, for a nominally peace-time Budget, the Chancellor's figures were astounding. They showed an estimated total expenditure of £1,320,000,000. Defence expenditure alone is estimated at a minimum of £530,000,000, equal to £13 per head of the population of Great Britain, and it "may well be more". Of the total sum to be raised provision will be made for borrowing a minimum of about £380,000,000. Exclusive of borrowing, Sir John Simon balanced his Budget at:

Revenue	£942,600,000.
Expenditure	£942,444,000.
Surplus	£ 156,000.

Increased Taxation.

The changes in taxation proposed are estimated to produce an additional £24,270,000 in the present financial year, and nearly £34,000,000 in a full year. The standard rate of income tax has

The Ship in Which the King and Queen Travelled to Canada



The Empress of Australia

The fact that King George VI and Queen Elizabeth travelled to Canada in the liner "Empress of Australia" instead of in the battlecruiser "Repulse", has not come as a surprise. Under present conditions the British Government feel that "Repulse" should stay in European waters, although the cruisers "Southampton" and "Glasgow" are expected to cross the Atlantic as originally planned. "Empress of Australia" is one of the big Canadian Pacific liners on the Southampton-Quebec service. Built in Hamburg, "Empress of Australia" — then named "Tirpitz" — was launched in 1914 and was intended to be the finest vessel in the German-American service. Luxurious quarters were installed for the use of the Kaiser and it was intended to use "Tirpitz" as an Imperial Yacht, after the defeat of the British Fleet.

These grandiose plans never however matured, and at the close of the war, "Empress of Australia" was surrendered to the British Government and entered the

Canadian Pacific fleet in 1922. Since her purchase she has been completely redecorated and her original German engines replaced by Clyde-built machinery.

The determination to keep "Repulse" in Home Waters means that the British Battlecruiser Squadron will soon be at full strength. H. M. S. "Hood" is completing a normal refit and can be put to sea at any time. "Renown" — sister ship to H. M. S. "Repulse" — has been out of commission for almost two years, undergoing complete modernization. She will, however, be "commissioning for trials" in a few weeks, and will be joining the Fleet in the early summer. These three ships all carry 15-inch guns and are capable of a speed of 29 knots — "Hood", indeed, steaming at 31 knots. In the event of war, this Squadron would prove of great value on the Trade Routes as they are superior in gun power, speed and protection to any possible "commerce raiders" — hence their popular nickname of "catch and kill" ships.

£ 2. That is already within 6d. of the Great War record, and it was felt that no further charge could be made here, so for this year the standard rate remains unchanged. On incomes between £2,000 and £3,000 a year, however, surtax will be increased from 10 to 15 per cent, and on those above £3,000 to 20 per cent. The estate duty on estates over £50,000 in value will be increased by 10 per cent.

The most striking increase of all is that on the tax on private motor-cars, which will be raised from 15/- to 25/- a unit of horsepower. This is an astute measure, unpleasant though it is to an ever-increasing section of the public. It is a tax on a luxury and, at the same time, should it result in a decreased demand for cars, it is something of a check on the demand for a product whose manufacture may come into conflict with that of defence supplies. A similar increase is proposed in the duty on motor-cycles.

been steadily raised for some years and now stands at 5s. 6d. in

Smokers will have to pay more for their indulgence during the coming year, for the tax on tobacco will be increased by 1/4d. an ounce. Another tax which will bear, though somewhat lightly, on the whole populace, is an increase of a farthing a pound duty on imported sugar. A small duty will be levied on photographic plates and films — unless used for medical or scientific purposes; and the import duty on blank cinema film will be slightly increased.

That we should continue to have to find such sums for the purely destructive purpose of war, or to insure against the need to go to war, is a lamentable commentary on human nature, but the facts have to be faced and, fortunately, Great Britain is financially and economically strong enough to meet the claims made upon her. Hence the Budget has been received with calmness, resignation and fortitude.

LONDON LETTER

(concluded)

On March 1st of this year this figure had grown to 212,000. The total at the beginning of May was 310,000.

More Than In 1914.

The present strength of the Territorial Army exceeds that of July 1914, just before the outbreak of the Great War, by 45,000.

At the present rate of recruiting the object which the War Minister recently set himself, of doubling the Territorial Army, will be achieved before the end of this month. Already 240 units have reached the war establishment fixed for their first line, and 24 units, that fixed for their second line.

Britain's Newest Battleship Launched.

On May 2nd the Princess Royal launched Great Britain's newest battleship, the 35,000 ton "Prince of Wales". This ship is the second of the four battleships to be launched from British yards this year. She and her sisters, which are of the "King George V" class, are all due for completion in 1940, the fifth ship of this class joining the Fleet the following year.

H. M. S. "Prince of Wales" will be one of the most powerful men-of-war afloat. Her main armament consists of ten 14-inch guns — new weapons more deadly than the 16-inch guns now carried on British ships — while sixteen 5½-inch guns form her secondary armament. She will also be armed with numerous anti-aircraft guns and her speed will probably be in excess of 30 knots. In addition to the five "King George V's" Great Britain is also building four battleships of the "Lion" class — monsters of 40,000 tons which will outclass any vessels under construction abroad. These nine ships will form the nucleus of a new Battle Fleet and will ensure British superiority at sea for years to come.

Former "Prince of Wales".

Five Royal Navy ships have carried the proud name "Prince of Wales", of which the most notable was the war-time ship, a veteran of the Edwardian Navy, which did splendid service in the Eastern Mediterranean. She took part in the Naval attack on the Dardanelles forts and acted as "inshore bombardment ship" at the Gallipoli landing.

The launching of H. M. S. "Prince of Wales" does more than add a new unit to the British Fleet, it brings added strength to all nations who value freedom. Sea-faring people all over the world will echo the Princess Royal's launching message: "God bless her and all who sail in her".

British Navy's 80 New Guns a Month.

Every month now 90 new guns, mainly of the Anti-Aircraft type, are reaching the Fleet, the production capacity of these weapons having been increased by 600 per cent since 1936.

As against the three firms which were turning out fire-control gear in 1936 there are now 23, and production has increased tenfold. Ten times as much ships' armour is now being delivered as in 1935.

The British Navy today is absolutely and relatively stronger than it has been since the Napoleonic Wars, barring the period in 1918 when it overshadowed the combined armadas of the world.

Oxford Will Fight!

Six years ago the Oxford Union Society — Oxford University's famous debating club — passed a resolution that it "would in no circumstances fight for its King

and Country". Those who knew Oxford and undergraduate exuberance were not unduly concerned. The outside world however took it to be a sign of the "decadence" of British youth.

Since 1933 the international scene has changed. British youth (which was never in fact in the least bit decadent) can no longer indulge in the luxury of theoretical pacifism.

The Oxford Union of 1939 has just adopted, by a clear majority of nearly a hundred votes, the motion "That in view of this country's new commitments and of the gravity of the general situation in Europe this House welcomes conscription".

And, of course, the majority of the undergraduates who thus gave their support to conscription, would themselves be the first to be conscripted.

The present President of the Union, the Honourable Hugh Fraser, is already a Second-lieutenant in the "Lovat's Scouts", the regiment formed by his father for service in the Boer War. Each of the other three officers of the Union is also playing an active part in the defence plans of Britain.

Peace and War Camps.

In some of the defensive measures which it has been found necessary to take in Britain, an effort is being made to combine military with peace-time objectives. This is the case with the permanent camps which are being constructed in various parts of the country.

These camps will house a number of children who will have to be evacuated from towns and cities in the danger zones in time of war, and in peace-time they will be used for the recuperation and holidays of school children.

There will, to begin with, be fifty camps, each accommodating about 350 children.

Father of the House of Commons.

Mr. David Lloyd George, the great British War-time Prime Minister, has achieved a record length of parliamentary service. He has now been a Member of the House of Commons continuously for 49 years.

Mr. T. P. O'Connor, the famous Irish leader, also achieved 49 years of service, but Mr. Lloyd George's record is the more remarkable for, unlike O'Connor, he has represented the same constituency — that of Caernarvon — since he was first elected in April 1890.

As a record of unbroken service this has never been equalled, although some of our other great leaders have exceeded it in aggregate.

Mr. Gladstone, for instance, was a Member of Parliament with short intervals from 1832 to 1895. But Mr. Gladstone suffered his election defeats, experiences which "L. G." has never undergone.

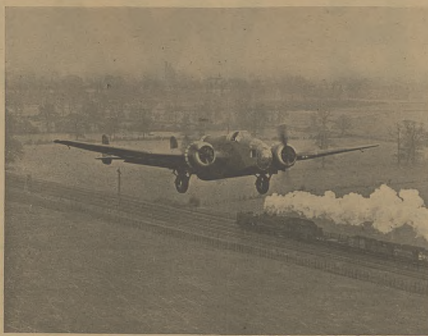
Anti-Slavery Society's Centenary.

Though slavery has probably not yet been stamped out from every corner of the world, the fact that it can be said almost to have disappeared is largely due, in the first instance, to William Wilberforce, Buxton, Fry and other British pioneers of anti-slavery.

Last week the Anti-Slavery and Aborigines Society celebrated its centenary.

Slavery was abolished in the British Empire by Act of Parliament in 1833. The aim of the Anti-Slavery Society is to obtain the complete emancipation of slaves wherever they still exist in the world. To this end it will continue to work as energetically as it has done over the past hundred years.

AVIATION NEWS



A Handley Page Hampden bomber.

NAVAL AIRCRAFT SALUTE THE KING AND QUEEN

Four squadrons of warplanes from H. M. S. "Ark Royal", the Navy's latest aircraft carrier in service, dipped in a farewell salute to the King and Queen as the liner "Empress of Australia" sailed down Channel on the way to historic rendezvous in Canada and the United States. The squadrons flew from out of the west, a glorious setting sun making a perfect Turneresque background; they passed over the royal ship, the great battle cruiser "Repulse" and the attendant cruisers in four thundering waves. The King took the air salute standing on the upmost deck of the liner, which for nearly three hours had been the centre of the ceremonial evolutions of British naval and air forces.

The Fleet, including the flagship "Nelson" and her sister battleship "Rodney", was under orders to join the "Empress of Australia" in the vicinity of the Isle of Wight. Once clear of the breakwater at Weymouth, a Swordfish torpedo bomber was ranged up on the deck of the "Ark Royal" and Captain Skene a Royal Marine officer of the Fleet Air Arm, flew off to Gosport to ferry Vice-Admiral Sir Alexander Ramsay, Fifth Sea Lord and Chief of Naval Air Services, back to the carrier, where the admiral landed at noon.

Perfect flying weather prevailed by the afternoon, when four squadrons of aeroplanes — about half the full complement of the "Ark Royal" — were ranged on the deck in readiness to fly off. At the stern stood the Blackburn Skua dive-bombers, the first monoplane to go into service in the navy. Gleaming in the sun, their all-metal wings and fuselages gave an indelible impression of powerful flight which was emphasized by the deep-throated notes of their 900 h. p. sleeve-valve engines. Nearer the bows, eighteen Fairey Swordfish "torpedo-spotter-reconnaissance" biplanes waited in ranks head to wind. Each Swordfish can carry a torpedo which is launched into the sea at the base of a shallow dive. It is propelled under water by an internal motor and may do serious damage if it strikes adjacent to the boiler room, propeller screw, or magazine chamber of its designated target — the capital ship. If needed, Swordfish aircraft are also equipped to carry smoke bombs, can ring a fleet with white smoke and so screen the surface vessels from the enemy.

Naval Air Action.

At a signal from the bridge the Swordfishes took the air one by one. Each machine turned sharp to starboard as it took off, then circled to fly on a course parallel

with the ship. Throttling back the engine each pilot reduced flying speed till his craft was only slowly overtaking the carrier as she plunged ahead at more than thirty knots; the object was to enable the squadron to form up quickly in flight. The aircraft assembled in the air in batches of three, the last off the deck in each batch being the flight leader. At the very end came the squadron commander who, as soon as his craft was airborne, found himself with all his lieutenants close in formation and ready to move as one unit.

Wheeling into position as air escort for the "Empress of Australia" as she steamed down Spithead, the squadrons gave a display of the precision air drill. Formation flying in itself is of small tactical value; but it provides a pointer to the control the pilot can exercise over his craft (and thus the degree of his training) and the response the machine can make to the hairbreadth adjustment of throttle needed for close, accurate formation flying. As I stood near the bridge of the "Ark Royal", I was informed that the commander of the Skua squadron had been instructed to move independently, because the speed of his trim monoplane prevented them from flying in formation with the older and much slower Swordfish biplanes.

The Skuas were first to return to the ship after the fly-past was over. Hurling towards the carrier in a dive which cameramen on board in vain tried to follow, all that could be clearly distinguished of them head-on was the tiny circle represented by the engine and its streamlined cowling — a feeble target for the best of shipboard gunners. Zooming into a rocket climb as soon as they had passed over the ship, they broke formation and turned to land on the ship one by one. Each Skua, with its wing-flaps down to retard forward motion, landed safely, the arrester wires along the deck of the ship being easily picked up in the hook below the fuselage and the aircraft coming to a standstill in a few yards.

FOOL-PROOF PLANE.

A British firm have produced, it appears, an airplane which is as near fool-proof as one could wish for. It is described as an all-metal, single-engined, two-seater Cygnet monoplane, and the demonstrations which have recently been conducted certainly reveal some amazing qualities.

The makers say that it is almost impossible for even a novice to get into serious trouble, that the machine is extremely difficult to stall and that accurate turns can be carried out without the use of the rudder. Its tricycle chassis gives complete stability on any ground and enables landing in any wind direction with a minimum of skill.

At the London Air Park, Hanworth, complete novices, some of whom had never been in an airplane before, have born out the claims of the manufacturers by making perfect landings, at their first attempt.

FUTURE GIANTS.

The Society of British Aircraft Constructors have forecast the construction of a new type of civil aircraft which will be larger than any yet built in the world.

These machines will be equipped with 2,500 horse-power engines, which will have three-bladed controllable pitch propellers, measuring 17 feet across — 3 feet bigger than those fitted to the Yankee Clipper which recently completed the East and West Atlantic crossings.

This type of aircraft, it is envisaged, will be used in a few years time to re-equip the main British civil air fleets.

BOY GLIDERS QUALIFY

Forty-nine British air cadets qualified for their "A" or amateur gliding certificate during the first of the summer gliding camps. Cadets are between the ages of 15 and 18.

Bad weather on many days of the fortnight's training prevented several other pupils from qualifying in time. Air Defence Cadet Corps squadrons now number over 100, representing more than 10,000 youngsters who form a large potential flying reserve for Britain's expanding air forces.

GONE WITH THE WIND!

A British pilot — Mr. G. H. Stephenson of the London and Surrey Gliding Club — is the first person to sailplane across the English Channel.

He made the crossing in the course of a 2-hour flight, which began at Dunstable and ended 9 miles east of Boulogne, a total distance of 125 miles. The sailplane soared to a height of 6,000 feet, and made the sea crossing on the wings of the wind in about fifteen minutes.

MORE WAR-BIRDS

Royal Air Force recruiting jumped ahead in the week ended May 6 with a total of 1,071 entries compared with 328 in the corresponding period last year. This brings the total entry of pilots, observers, airmen and boys since April 1, 1939, to 3,916 compared with 1,561 last year. Of last week's new entries 118 are pilots.

NEW AIR LINE TO COPENHAGEN

After over two years of negotiations the LOT Company who operate the Polish Civil Air Lines, have at length managed to make final arrangements to open a new air line from Warsaw via Gdynia to Copenhagen and the first machine will leave Warsaw on the 15th May.

The service which will be a daily one, will be carried on with Lockheed 14s, leaving Warsaw at 8.30 a. m., Gdynia at 9.45 a. m. and arriving at Copenhagen at 11.30. The return flight leaves Copenhagen at 14.10 p. m. arriving at Warsaw at 17.10 p. m. Tickets in either direction will be 200 zl.

Thanks to the opening of the new through service to Bagdad via Iraq, a new service to Rome via Budapest and of the British service to London via Berlin, Warsaw is becoming an air traffic junction rivaling Paris and Berlin for the number of through connections it offers. Apart from the, possibility of travelling from Finland to Iraq by air in two days over Warsaw the connection from London to Bagdad has been shortened by 17 hours thanks to the conjunction of the British Airways and LOT routes via Warsaw.

SAVING 66,000 LIVES THE BRITISH LIVE-BOAT SERVICE

By Colin Henry

The British Isles look very small when you see them on a map of the world. But in proportion to their size they have one thing which is immense—their coastline. It is 5,000 miles long. In a straight line it would stretch a fifth of the way round the circumference of the earth.

And it is the busiest coast in the world. Nearly one-third of the world's 30,000 large ships belong to the British Empire. In addition, Great Britain has a fishing fleet of 14,000 vessels, and the ships of other countries using British ports are numbered in tens of thousands.

It is a tremendous task to help these thousands of ships when they are in peril from storms and currents, rocks and sand-banks, near the British coast; but it is a task magnificently carried out by the Lifeboat Service, which is provided and maintained by the Royal National Lifeboat Institution.

How It Began.

The service which today requires a quarter of a million pounds annually was founded in 1824 by Sir William Hillary, who was stirred by the sight of wreck after wreck on the rocks near his home.

On the first committee sat William Wilberforce, the man who abolished slavery; the Archbishop of Canterbury; the great statesman George Canning; Sir Robert Peel, the founder of the Police Force; and the Prime Minister of the day, Lord Liverpool. It had the support King George IV, whose royal name-sake, the Duke of Kent, is today President of the Institution.

Sir William Hillary was a practical lifeboatman. A ship struck a rock off Douglas, in the Isle of Man. The new lifeboat was not ready for service. Hillary put out with a crew of 14 in another

boat. They reached the wreck and saved the crew. But Hillary and three others were washed overboard, and he was rescued with a crushed chest and six ribs broken.

The first lifeboat ever constructed was an open rowing boat 9 metres long, made buoyant with a cork lining. She was called "The Original" and served for forty years from 1789. Her designer, William Wouldhave, refused a prize of one guinea for his design; sixty years later his principles were recognised and incorporated in all lifeboats.

A Modern Lifeboat.

Contrast with this the largest lifeboat maintained by the Institution today. She is 15 metres long. Instead of oars, she has two 60 h. p. Diesel engines, giving her a speed of nearly nine knots. She is lighted throughout by electricity, and has a line-throwing gun, an electric searchlight, and an oil-spray in the bows to make smooth the water round the wreck. She is fitted with wireless. She can travel 300 miles at full speed without refuelling, carries a crew of 8 men, and in rough water can take 100 people on board. She weighs 26½ tons.

A modern lifeboat has four qualities which enable her to do her work in almost any sea—great strength, great buoyancy, the power to empty out water as fast as she ships it, and the ability to keep afloat even when badly damaged.

Her strength lies in the thickness and quality of her timbers and the fact that she has a double skin. Woods of half the Empire go into a British lifeboat: English oak for stem and stern, Canadian elm for frame and keel,

Honduras mahogany and Burmese teak for deck, and Canadian deal and cedar for the air-cases.

A lifeboat is given buoyancy by her carefully designed hull. She frees herself of water by special valves and scuppers which empty out the water but let none in. But the fourth quality—the power to carry on despite serious damage—is the most vital of all. Every lifeboat is divided into seven to fourteen water-tight compartments, so that if she is damaged, water can only flood a small part of the boat. In addition, there are 70 to 160 air-cases, which make her so buoyant that she could still work with a score of holes in each side and all her water-tight compartments flooded.

If a self-righting lifeboat capsizes she will right herself at once—as the St. Ives lifeboat did on three occasions in the recent tragedy before her crew were washed overboard. Generally a boat will be righted in 12 seconds, and in 20 seconds at the most. Not all modern boats are self-righting, however those which are not are superior in buoyancy, stability and speed.

The Men Who Man the Lifeboats.

The crews of the boats, and the men and women who launch them, are drawn from the sturdy fishermen of the British coasts.

These men, who sail the seas in all weathers in the course of their daily work, have an unrivalled skill in handling boats, and an intimate knowledge of the ever-changing conditions of their own coasts.

This experience, bought in many struggles with the storms, they place at the service of those in peril at sea. Their courage, endurance and seamanship have been shown on hundreds of occasions. Last year (1938) there were 483 lifeboat launches, saving 83 vessels, helping 250 ships, and saving 637 lives.



British Lifeboatmen at work.

The remarkable thing is that the service is voluntary. The crews earn their living as fishermen and in other ways, and volunteer for this dangerous work for a few shillings a time. The coxswain gets a retaining fee of £12 a year; the engineer is permanently employed. The men have a sliding scale of payment, ranging from 12s. 6d. for a day launch in summer to 56s. 6d. for a day and night at sea in winter. If a man is killed on lifeboat work, as the seven were the other day, his family receives the equivalent of a Naval pension.

In the Service of the World.

The Institution which maintains all this work has to find its funds from voluntary sources—but it always succeeds in doing so. It needs £300,000 a year.

When the Institution was founded it was the first lifeboat service in the world. Now seventeen other nations have lifeboat services, and it is interesting to note that some which started with State services—including Germany, Sweden and Norway—have now replaced

or supplemented them by voluntary services on the English plan.

Britain has shared her work in life-saving with every maritime nation. A grateful message from France to the Lifeboat Institution not long ago is typical:

"You have never made any progress in building your boats without at once informing us. Many a time have we thus been enabled to make use of your designs for the improvement of our own apparatus".

And so the work goes on. More than 66,000 lives of all nations have been saved by British lifeboats since they were organised—a number as great as the population of a moderate-sized town.

There is always danger; sometimes there is disaster. Sometimes a lifeboat and all its hands are lost. But the proudest boast of all the proud boasts of the British lifeboat service can be summed up as a mathematical equation:

1 lifeboatman lost—170 other lives saved.

THEATRE AND MUSIC

GILBERT AND SULLIVAN'S "THE MIKADO"

by
Dr. Alicja Simon

"The Mikado" film premiere is a revival of the famous comic-opera which won the greatest success in operatic history of England. The world premiere of "The Mikado" in 1885 in London, followed by about four thousand performances of the work during the first two years of its existence, encouraged English opera companies of that time to undertake continental tours, visiting among other countries Germany and Austria.

After winning abundant laurels in the above named places the company, headed by the conductor Halton, reached Prague and was here visited on several occasions by the Warsaw director of the Operetta theatre, Róžalski and his *regisseur* and chief comic actor Rufin Morozowicz. Thanks to their enthusiastic judgment this English comic opera was brought to Warsaw in due course.

The premiere of Gilbert and Sullivan's masterpiece was introduced at the New Theatre (the Operetta Theatre summer residence) in 1884 in Warsaw and on the cast included: Fillebornowa (Mon-Miu), Manowska (Katcha), Róznicka (Bo-Bo), Swięcka (Yam-Yam), Dylinski (Mikado), Morozowicz (Ko-Ko), Misiewicz (Nanki-Po), Rzeznicki (Szaigo), Rutkowski (Pisz-Tusz), a comedy quartet, a comedy male trio and the operetta choir.

The text has been translated into Polish by J. Kleczyński, the

prominent music critic, the costumes were copied from the costumes used on the London stage, by Daleszynska and Szupinski, the *décor* being by Guranowski and the orchestra under the leadership of Róžalski. The musical score of "The Mikado" revised by Z. Noskowski for the Warsaw production proved eminently successful and the premiere marked an epoch in the Polish comic opera theatre.



Morozowicz as Ko-Ko and Manowska as Katcha

"The Mikado" drew large audience and moved eventually to the Opera House (Teatr Wielki), where it ran for many months and was later revived. Quite apart from its musical and picturesque qualities it attracted popular attention as one of the most interesting adaptations of exotism in light music. Neither

"The Geisha" nor any other operetta of that kind has ever equalled such a success.

The introduction of Sullivan's Opera in Poland certainly marked a new epoch in the musical contacts between Poland and England.

We have evidence that there were such contacts before and as far back as to the times of the vogue of Polish lute music in the 16th century.

In modern times it was Sir Arthur Seymour Sullivan's merit, however, to call the attention of the Polish public to English music and show through his musical craftsmanship and brilliant talent, that the gift of writing operas is by no means confined to continental composers.

Arthur Sullivan's "The Mikado" pleased during the many years of its unprecedented vogue by its effective libretto and tuneful score. Its musical idiom proved remarkably fitting to the subject and impressed the Warsaw audiences deeply.

Morozowicz as "Ko-Ko" kept his part for many years and never failed to attract packed houses.

In the memory of the older music lovers the multicolor film of "The Mikado" will bring to force all the familiar Sullivan tunes as f. i. the March of Ko-Ko and his couplets (sung by the unforgettable Morozowicz) the song of the girl-trio, and the male ensembles, as well, as all the instrumental parts of this brilliant work.

Arthur Sullivan made his reputation first by the incidental music to "The Tempest", but "The Sullivan" who has written his name across English music is the composer of the Comic Opera with which for over thirty years he

added to the gaiety of nations. In them he found his true métier; the appropriate field for his gifts of melody and humour and stage effect; they are in their kind classics and it by them that his name is held in remembrance".

SIR ADRIAN BOULT AND BRITISH MUSIC

It is announced that Sir Adrian Boult has accepted the invitation to conduct the programme of British music at the World's Fair. He will sail for New York on May 27th.

Sir Adrian, who is the permanent conductor of the British Broadcasting Corporation Symphony Orchestra, is now not only a national, but an international figure in the world of music.

His frequent appearances as conductor abroad, usually at the invitation of some foreign broadcasting or concert-giving institution, have made his name familiar to audiences on the Continent as well as in the United States.

Within the last two years he has conducted in Dublin, Brussels, New York, Toronto, Oslo, Stockholm and Monte Carlo. On these occasions he has included British works in his programmes, as well as playing works by composers belonging to the various countries visited.

Sir Adrian Boult is fifty. He studied music both at Oxford and at Leipzig Universities and at the latter came into personal touch with Nizkisch, whose methods as a conductor he studied closely. He may be said first to have made his name by conducting some of the Royal Philharmonic Society's

concerts in London in the season 1918-19. Later he conducted the British Symphony Orchestra in an enterprising series of symphonic programmes at Kingsway Hall, London.

Of all the great music conductors Sir Adrian Boult is, personally, one of the most popular.



Maria Przybylko-Potocka, one of Poland's greatest actresses as Lady Bracknell in Wilde's comedy "The Importance of Being Earnest" now showing at the Maly

LE BARBIER DE SEVILLE. The Ateum Theatre has produced the famous BARBIER DE SEVILLE of Beaumarchais, a play performed much more rarely than its second part LE MARIAGE DE FIGARO probably on account of the competition of the opera of Gioacchino Rossini, based almost without alteration on the French comedy and so popular that one cannot forget it even at a dramatic performance. (continued on page 4)

LE BARBIER DE SEVILLE

(Continued)

The mise en scene of Miss Stanistawa Perzanowska by giving style to the acting and a strong flavour of the grotesque to some of the characters, presented the show in the form of a commedia dell'arte. To this interpretation Messrs. Stefan Jaracz (Bartholo), and Zygmunt Chmielewski (Don Basilio) showed themselves extremely well suited, combining the qualities of great factiousness with considerable artistic sobriety. Mr. Mariusz Maszyński as Figaro lacked this balance; he had moments in which he was both comic and stylish but he made the rôle obviously and unnecessarily glaring.

Despite the criticism of Mr. Maszyński's acting, it is certain that all three artists gave proof of the high standard of their acting combining a profound knowledge of the theatre with a delightful understanding of style and of the intentions of the producers. They contrasted vividly with the couple of young lovers, Miss Maria Nobis (Rosine) and Zbigniew Rakowiecki (Count Almaviva), who struggled in vain with the difficulties of their rôles handicapped by a certain lack of acting experience.

Mr. Rakowiecki, the popular operettic lover, should have preceded his debut on the stage by appearing first in a modern comedy. The classic style of Beaumarchais is exacting and demands a high quality and depth of acting.

Mr. Władysław Daszewski has treated the BARBIER DE SEVILLE in the same way as the comedies of Molière in the same theatre. This time we did expect something new in his artistic, architectural and colour schemes. We were offered instead a monotonous, dull and unattractive setting.

The translation of Dr. Tadeusz Boy-Zeleński underlined the victimism of Beaumarchais' text without in any way losing the perfect beauty of his Polish.

The music of Roman Palester, though taking several times its leitmotives from Rossini's opera remained far behind that witty and immortal masterpiece.

Jerzy Macierakowski

CONCERTS IN WARSAW

The most interesting musical events of the last two weeks have been the two symphony concerts at which Emil Sauer and Ernest Dolmányi appeared; the former as pianist, the latter in the treble capacity of composer, conductor and pianist. Emil Sauer also gave a piano recital at the Philharmonic. The youthful vigour of his playing and his temperament are phenomenal and it is difficult to realize that he is nearly his 80th birthday; Dolmányi reveals in each of his capacities a musician of highest culture and refinement with his own individual thought and style. He introduced us, apart from his own symphony, to works of other Hungarian composers. He himself played Liszt's E flat major concert with brilliancy and a fine technique. The orchestral accompaniment was conducted by Oziminski. K. M.

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Society Events Warsaw. Every Wednesday - Meeting of Play Reading Section at 8.30 p.m. Friday 19th May and Every second Thursday - Film Show. Saturday 20th May, 6 p.m. - Concert of Indian Music by Prof. J. S. ...

CINEMAS ATLANTIC. "Luiza Rainer and Miliza Korjus in 'The Great Waltz'." BAŁYK. "Leclavde de Shanghai" (French). CAPITOL. Juncus-Stepowski, "U Kresu Drogi" (Polish drama). CASINO. Sonia Henie in "The Ice Queen". COLOSSEUM. "Storm over Bengal" (American Production). EUROPA. Simone Simon in "Happy Days". IMPERIAL. "Little Tough Guys in Society". NAPOLEON. Vivienne Romance in "Gibraltar" (French Spy drama). PALLADIUM. "The Mikado". PAN. Barczewska and Pichelski in "Trzy Serca" (Polish drama). RIALTO. March and Bruce in "There goes my heart". ROMA. Warner Baxter in "Banita" (Mexican Adventure). STUDIO. Charles Laughton in "Rembrandt". STYLLOWY. Claudette Colbert in "Midnight". SWIATOWID. Irene Dunne and Charles Boyer in "Love Affair" (The best film now showing in Warsaw). VICTORIA. Szezepko and Tonko in "Wiozeci" (Polish folk). The films mentioned above were those showing on the day of going to press 15th May.

ART EXHIBITIONS I. P. S. Estonian Art ZACHĘTA Hungarian Art NATIONAL MUSEUM. Paintings by Adam Chmielowski (Painter; Albert)

THEATRES AND MUSIC ALIBABA. "Sezonie, otwórz się." (Musical). ATENEUM. Maszyński and Jaracz in "The Barber of Seville" (by Beaumarchais). Young man with knowledge of German, Russian and Polish seeks a position as clerk. Communicate Anglo-Polish Society, Al. Ujazdowski 38 m. 1. Gives English lessons ex-British service man Stanley Jedlowski Warsaw, ul. Korzona 103/1.

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Table with columns: No. of certificate, NAME, Age, Category, Last date of visa, Admission (date of issue), and Address. Lists various individuals and their passport details.

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