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British Strongholds in the Mediterranean

By Donald Cowie



The Gate of the Mediterranean.

"Men in general are fain to believe that which they wish to be true", remarked Julius Caesar; and accordingly it has been advanced by some people that in event of war Great Britain would abandon the Mediterranean route, and divert her Eastern shipping round the Cape of Good Hope.

Undoubtedly some people would like this to happen. Therefore it may be as well to inform them at once of their mistake, so that they may avoid the usual consequences of a grave error of judgment. It is true that Great Britain could divert her shipping from the Mediterranean to other routes without greatly impeding her supplies of foodstuffs and raw materials. Such is the resilient strength of this widely-dispersed maritime Empire. But there are definite reasons why Britain would not, under any circumstances, abandon her Mediterranean artery.

The outstanding reason is that such a betrayal of friends and interests would dangerously damage British power and prestige in the Near East. Potential enemies would be able to invade Egypt, Palestine and Iraq. They would obtain control of the Suez Canal, and would have Greece, Turkey and Rumania at their feet.

But Britain also has a duty to her ally, France, who derives more than 50 per cent of her oil imports from the Eastern Mediterranean, while the Royal Navy itself would be gravely affected by the loss of convenient oil supplies. And to divert shipping round the Cape would require many more vessels than those employed on the same trade through the Mediterranean.

But the question is scarcely worth debating, for Britain would not renounce her right of passage through the inland sea. In conjunction with France she would fight to the last ship and the last man in defence of this historic and well-founded privilege. Two great advantages would enable her to succeed in such a struggle.

The first advantage, with which we are not concerned here, is the overwhelmingly powerful Royal Navy. It is my purpose to discuss the second favourable circumstance, namely Britain's chain of strong defensive bases in the Mediterranean. The capabilities of these have been dangerously underestimated lately by foreign strategists of the "wish-fulfilment" school.

Guns on Gibraltar still command the entrance to the Mediterranean. Perhaps enemy howitzers in the Spanish and Moroccan hills, supported by aircraft, might make the harbour at Gibraltar dangerous to shipping at first; but the defences of the Rock have been strengthened to such an extent that the garrison could not be dislodged, even if an enemy had complete command of the neighbouring sea and air.

Gibraltar has an enclosed harbour of 440 acres, with large graving docks and complete fuelling facilities. Her vast stores of food and ammunition would last the 25,000 soldiers and civilians for at least six months. Great caves and galleries have lately been excavated in the rock to provide invulnerable shelter from air attack.

But the Royal Navy does not rely entirely on Gibraltar. Far from it. Its principal base and headquarters is at Malta, the perfect naval harbour situated in such a convenient position at the very centre of the Mediterranean, roughly equidistant from Port Said and Gibraltar, from Messina and Cape Bon.

The harbour, Valetta, contains one of the finest repair docks outside the British Isles, capable of accommodating the largest ships, while every other kind of naval facility is installed. The island has been heavily fortified, and, as an important air station, could accommodate a large fleet of naval aircraft.

Then a strong garrison of

British Empire's Commemoration Day

By Christopher Congreve

On May 24th Empire Day was celebrated throughout that quarter of the earth's surface which the British Empire consists.

Twenty-three years ago the first official "Empire Day" was observed, at a time when the British Empire was at grips with the most efficient military machine the world had yet seen. Victory and defeat hung in the balance, and in the face of a threat of annihilation the British Empire gave generously, prodigally, of its manhood and of its treasure to preserve those ideals of justice and of liberty which constituted, then as now, the mainspring of its being.

From 1916 to 1939. To the casual observer there is much that is similar in the situation. Steel once more flickers evilly on its marches, and men's hearts are heavy with wars and rumours of wars. Once again there is a threat to those principles and to those virtues which men and women of the British race have carried round the world. Once again the solidarity of the British Commonwealth of Nations — to the casual observer so loosely knit

British troops would be available not only for local defence but also for reinforcement of the various stations in the Near East. An appeal was recently made for recruits in Malta, and within a short time over 900 volunteers had offered themselves.

Alexandria is at present the most important base in the Eastern Mediterranean, and Great Britain is allowed to use this under a special Treaty with Egypt. The harbour is heavily fortified and commodious, and during the famous concentration of 1935 it sheltered the greater part of the British Mediterranean Fleet. But Britain need not rely on Alexandria alone.

Haifa and Cyprus have great potential importance as naval and air bases. Only a restricted number of vessels could lie at Haifa, but there is ample room on the coast for aerodromes. Moreover, the important pipeline from the Mosul oil-fields reaches the Mediterranean at Haifa.

Cyprus does not possess natural harbours, but good artificial havens could be constructed without difficulty. Then the island is very suitable for the establishment of a large air force base. A British force was recently sent to Cyprus for the purpose of raising local levies.

I have not mentioned the numerous French defensive bases in the Mediterranean. Stations such as Toulon and Bizerta would strongly reinforce the British network. But I have probably said enough to prove my original contention that the British position in the Mediterranean is well-fortified and not likely to be abandoned.

a structure — is being reformed by potential menaces from outside.

How did Empire Day arise? It was already old in men's minds when it received official recognition in the war — wracked world of 1916. As far back as 1890, its founder, Reginald 12th Earl of Meath, was "struck by the lamentable ignorance of the great mass of our people in regard to Imperial matters". With a keener vision than many reformers, he realised that a cure for this must be found in the schools. For the rest of his life he devoted himself to the "teaching of sane patriotism" — the Empire Day Movement which is now recognised by 75,000 schools throughout the Empire.

There was nothing of the flag waver about Lord Meath. After leaving the Diplomatic Service he practised "practical philanthropy"; and a number of flourishing municipal and charitable institutions still today bear witness to his success. These were not the interest of a jingo, nor was there anything jingoistic about his conception of Empire citizenship.

In 1892 Lord Meath made his first appeal to the London School Boards, calling for a system of teaching which would impress the children with the meaning of Empire. Such suggestions met with considerable opposition, but eventually his plans were accepted — with some modification — and teachers, explain the wider implications of British nationality. Leaving this idea to spread in England, Lord Meath carried his crusade overseas. During the next few years he visited every part of the Empire, where he met with a warm welcome.

It was fitting that Canada, the senior British Dominion (where the King and Queen were on Empire Day this year) should take a lead in the movement. In 1897 Ontario made May 24th a public holiday, and in 1901 this was extended to cover the rest of the Dominion. The choice of Queen Victoria's Birthday as Empire Day was a happy one — no part of the Empire was without some memory of that glorious reign.

According to Lord Meath's memoirs it was not until 1902 that he made a formal approach to the British Government. In July of that year he wrote to Joseph Chamberlain (father of the present Prime Minister) who was then Colonial Secretary, outlining his plans for Imperial teaching in British schools and suggesting May 24th as a day of service, in which the youth of the Empire should play the leading part.

Such a cause found a friend in "Joe" Chamberlain; for the first time Lord Meath gained official support. Advantage was taken of King Edward VII's coronation to place the scheme before the

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London Letter

by "The Londoner"



Lord Tweedsmuir.

The King and his "deputy".

The King's host during his stay in Ottawa is the Governor-General, Lord Tweedsmuir — his representative in Canada.

Normally the Governor-General is "the King in Canada". That is to say he is the King's personal representative and the embodiment in the Dominion of the Royal Prerogative. During the Royal tour he automatically surrenders to the King the royal powers vested in him. In Ottawa the King and Queen have been staying in the residence of the Governor-General — Rideau Hall — one of the most attractive old houses in the Dominion.

Lord Tweedsmuir is a Scot and a "son of the Manse". It is from the Manse (as a Scottish Free Church Minister's home is called) that so many Scots have gone out to conquer the British Empire.

In the old days ministers had many children, and small financial resources. The Manse, therefore, meant a hard but homely upbringing — the innate frugality of the Scot being tempered by that race's brilliant capacity for sound education.

Equipped with such a training, the "sons of the Manse" have been perhaps the most consistently successful class in British public life. To the long list of Manse-educated leaders of Britain today must be added the name of John Buchan, as Lord Tweedsmuir was called before his elevation to the peerage, and as he is still known to the vast public that delights in his novels.

An Indian Chief.

His versatility astonished his contemporaries at Oxford, where he won the Newdigate prize for Poetry, the Stanhope prize for an essay, was President of the Union Debating Society, obtained First Class Honours in his academic work, and published four books while still an undergraduate.

Soon after leaving Oxford he became one of "Milner's Young Men" — the brilliant staff assembled by Lord Milner in South Africa after the Boer War,

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LONDON LETTER

(Continued)

which included Lord Lothian, the new British Ambassador to the United States, and Mr. Geoffrey Dawson, the Editor of "The Times".

During the War he was Director of Information under the Prime Minister, and later, for seven years, was a Member of Parliament.

But of his many distinctions one of the most prized was conferred on him recently, when the Lales district Red Indians in Western Canada invested him with the magnificent title of "Chief of the Big Mountain" — a tribute to his prowess as a mountaineer.

Malaya's Gesture.

Last week one of Britain's most distant possessions, the Federated Malay States, offered a contribution of four million Straits dollars (£467,000) towards the cost of Imperial defence.

British Malaya, which comprises the colony of the Straits Settlements and the Federated and Unfederated Malay States, is that straggling peninsula which runs down from Burma to Singapore. Although its total population is only just over five million, it has contributed £20,000,000 towards Imperial defence during the last twenty years.

Last month a contribution of £1,000,000 from the Straits Settlements was announced.

Loyal and Generous.

This distant part of the British Empire has a fine record of loyalty. In 1914, the Federated Malay States presented the battle-cruiser "Malaya" to the Empire, and gifts during past years include £2,000,000 towards the cost of the great Singapore naval base and, in 1937, \$410,000 for service aircraft. The States have also raised and equipped the Malay Regiment, which is now at full strength.

I now learn that the Unfederated or semi-independent Malay State of Kelantan, in the north of Malaya, has just outdone in generosity its associate States. It has offered a gift of about £12,000 for Imperial defence. This is a really magnificent gesture, for Kelantan is neither large nor rich.

British "Tommy" as Ambassador.

British soldiers have a peculiar facility for gaining the friendship of other peoples even in the most difficult circumstances. A fine example of this characteristic now comes from Palestine.

After spending eighteen months in Palestine, the 1st Battalion, The Border Regiment arrived at their barracks in Aldershot recently, bringing with them a shining scimitar in a silver scabbard.

It had been presented to the battalion, as a token of friendship, by an Arab chief with whom on several occasions they had been in conflict.

In presenting the scimitar, the Arab chief said: "You gave us some hard knocks to begin with, but we asked for it, and we have no complaints. We are glad to know that we part friends, and that this sword is not a symbol of war but a gift given in friendship".

French General's Appraise

British Strength.
The two distinguished French officers, Generals Weygand and Duffieux, who led the party of 100 French Reserve Officers during their recent visit to England, expressed unqualified admiration for the preparedness of Great Britain.

General Weygand said: "We knew before this visit of the magnitude of the efforts accomplished by your country to put all her forces of land and sea and air in readiness to meet

a situation for which neither England nor France is responsible."

Confidence in Britain's Strength.

"These visits", he continued, "have given us an opportunity to realise that this effort has surpassed all that we could have imagined. France feels a profound admiration for your work."

"We, for our part, shall not fail to speak of what we have seen and of what great confidence our countrymen may repose in your strength." General Duffieux spoke of Britain's air defences: —

"The demonstration of your fine anti-aircraft equipment has left us in no doubt as to the welcome reserved for anyone foolhardy enough to imagine that they can break your national pride by a criminal air offensive."

£ 4,000,000 to clothe Britain's New Army.

Nearly 3,000 miles (4,828 kilometres) of khaki — sufficient to stretch across the Atlantic — is now being woven in Yorkshire mills to clothe Britain's two new armies, the militiamen and the "doubled" Territorials. Each of these bodies numbers 200,000 men.

The bill for this vast quantity of cloth amounts to some four million pounds.

Immediately the Reserve and Auxiliary Forces Bill becomes law the big civilian tailors will cooperate with the Government contractors in getting the new armies into uniform.

Meanwhile there are non-khaki uniform requirements for other sections of the Forces; and recent orders include two million yards (1,829,000 metres) of cotton overall material for the Air Force and fifteen million yards (13,710,000 metres) of heavy cloth for the Army.

New Role for Old Ships.

It is sometimes overlooked that the creation of a huge up-to-date Navy such as that of Great Britain, necessarily makes a not inconsiderable number of vessels obsolete.

New uses for these older ships have, however, been found. Ships which are no longer suitable for duty in the Fleet are being turned into convoy escorts and floating anti-aircraft batteries. Armed with the deadly "multiple pomps", six old cruisers and over thirty obsolete destroyers are being refitted for this purpose. They should prove an invaluable deterrent to aerial attacks on Britain's merchant shipping.

In the meantime some of them are to be used as drill ships for the Royal Naval Volunteer Reserve, and will be moored at Southampton, Cardiff and other important naval recruitment centres.

The New "Mauretania".

The new "Mauretania" has just made her first trip—the short trip across the river Mersey from the world-famous shipbuilding yards of Cammell Laird at Birkenhead to its dock in Liverpool.

The "Mauretania", second of that name (her famous elder sister having been scrapped) was launched last May. She will make her maiden voyage — from Liverpool to New York — on June 17th. This magnificent ship, a further triumph for the Cunard White Star Line, is a vessel of 34,000 tons.

She has been widely described in the press as "the largest ship ever built in England"—somewhat subtle distinction, for of course both the "Queen Mary" and the "Queen Elizabeth", also owned by Cunard White Star, are larger. But they were built in Scotland!

AVIATION NEWS

WINGS OVER BRITAIN

Impressive mass evidence of Britain's air expansion was provided on the sixth annual Empire Air Day when 79 Royal Air Force stations and civil airports throughout the land were "At Home". Gates normally guarded by sentries were opened to admit vast throngs of the public who were able to see at first hand the Service's new warplanes, new air bases and thousands of new personnel recruited during last year's recode intake.

For five crowded flying hours warplanes sped across British skies in great numbers, giving striking testimony to the astonishing acceleration and expansion of output achieved by industry during past months. Probably never before have so many aircraft flown above Britain in one day. Normal air activities at any particular station were augmented for the occasion by touring "rover" squadrons which enabled widely separated centres to see bombers, fighters, seaplanes, flying-boats, amphibians and cooperation aircraft in an unending stream, visible assurances that the British lion possesses a set of formidable teeth in the Royal Air Force of 1939.

Air thrills galore, surpassing those of any film show, were staged at most aerodromes. "Dummy" transport convoys and mock-up enemy headquarters were blown sky-high by attack bombers. Steeping like falcons, one by one they hurtled towards ground targets. This time they used no live ammunition, but onlookers could readily assess the havoc they might wreak in other circumstances as their machine-guns blasted away opposition fire from the ground and their bombs dropped directly on their targets.

Speed Dash by Air Ace.

High spot of a busy aviation day was a dramatic speed dash from one end of Britain to the other by a single-seat fighter piloted by Squadron Leader G. H. Stainforth, A. F. C. Eight years ago this officer made headline news. He established a new world speed record of 407.5 m. p. h. in the Supermarine seaplane which a few days before had won the international Schneider Trophy contest — a third successive victory that secured Great Britain the possession in perpetuity of this coveted symbol of Speed. In a standard Spitfire 8-gun monoplane designed by the designer of the racing seaplanes, Squadron Leader Stainforth cruised from Salisbury Plain to Ross-shire (North Scotland) and back, covering 1,070 miles in a flying time of 3 hours 7 minutes at an average speed of 340 miles an hour.

At London's local aerodromes flying in great variety was provided. Two Hurricane 8-gun fighters engaged in a race to 15,000 feet at Biggin Hill; the climb took them less than seven minutes. Blenheim high-performance fighter-bombers demonstrated dive-bombing and "ground-strafing" tactics at Hendon. Twenty-seven Spitfire fighters featured in a mass take-off at Hornchurch, a key bomber "interceptor" defence unit for London and the Midlands, causing the atmosphere to pulsate with the throb of their 1,050 h. p. engines. They divided into three squadrons of nine each, and then showed how they would deal with invaders by attacking, in mock combat, a formation of Battle light bombers. At Kenley, close to civil airliners serving Croydon, fighters, bombers and cooperation aircraft showed their paces. Home-based single-seat fighters at North Weald and Northolt showed how they have practised to perfection the drill for air raids — rocketing

"Spitfires" waiting for the "take off" signal.



upwards in unison to attack invaders in a matter of minutes from the instant sirens gave warning of enemy air approach.

Robot Planes.

Special displays elsewhere included a full-scale demonstration of the balloon barrage, of gliding sailplanes, and of radio-controlled aeroplanes as used for live ammunition anti-aircraft gunnery practice. Secret mechanism in the cockpit takes the place of a pilot in these robot craft which in flight respond to the signals of a distant radio operator. Sunderland flying-boats normally used for open-sea reconnaissance flew low over inland aerodromes, many miles from water — an eloquent testimony to the confidence placed in their four 1,000 h. p. air-cooled engines.

Sir Kingsley Wood, Secretary of State for Air, and Captain H. H. Balfour, Under-Secretary of State, made individual air tours two several stations, using the two four-engined airliners which are at the disposal of members of the Air Council for official journeys. At the end of his tour, during which he flew more than 400 miles, the Air Minister said: "Empire Air Day, 1939, shows that we have achieved much both in Service and civil aviation. Continued progress in both is vital to the welfare of the nation".

Moving spirit behind Empire Air Day is Air Commodore J. A. Chamier, Secretary-General of the Air League of the British Empire, who first persuaded the authorities to open Royal Air Force stations to the public in 1934. Sale of programmes that year raised £2,400 for air force charities. Last year more than 420,000 people attended this popular "At Home", in spite of bad weather, bringing in a sum of £18,000. This year preliminary estimates show that approximately 1,100,000 visitors passed through the aerodromes' gates.

ALL-UP AIR MAIL TO IRAQ

Was First Empire Air Route

The announcement by the Postmaster General that, all first-class mail is to be sent to Iraq by air as the normal means of transmission at the uncharged rate of 1/4d. per half-ounce from May 20, marks the completion of another chapter in the history of the Empire air routes.

The very first section of Imperial Airways' Empire air routes, which today total 30,000 miles, crossed the desert from Cairo to Baghdad. It was originally established by the R. A. F. in 1921 as a necessary means of speedy communication between the Commands in Egypt and Iraq, and R. A. F. bombers were employed.

When Imperial Airways was formed in 1924, it began immediate investigation into the possibility of linking England with every part of the Empire, and as a beginning

it took over in 1926 the Cairo-Baghdad air route and extended it to Basra.

The service was at first fortnightly, but became a weekly service three months later.

Now five services leave England for Baghdad and Basra very week — three operated throughout by 18-ton flying-boats, and two operated by flying-boats to Alexandria and thereafter by land planes.

This frequency of service has resulted in extensive popular use of the surcharged air mail in operation up to the present, actually 33 per cent of the mails for Iraq going by air.

"STRATOSPHERE" AEROPLANES.

A remarkable new type of commercial air-liner is under construction by one of the large British aircraft companies.

These aeroplanes are to make their flight between England and Australia through the stratosphere with only three stops. The top speed of the machines is not yet disclosed, but it is known that they will fly at well over 330 miles (531.1 Km.) per hour and that their normal cruising speed will be about 285 (453.7 Km.) per hour. Travelling at a height of over 30,000 feet (9,143.9 metres) and with a range of more than 3,000 miles (4,828 Km.) these air-liners will be able to reach South Africa with only one stop.

Tests of these "stratosphere" planes will be made in a few months. "They will allow a speeding up of our air mail service which nobody would have believed possible a year or two ago", remarked an aircraft expert.

REFUELING IN MID-AIR.

When the famous British civil flying company, Imperial Airways, begin their regular transatlantic air-mail service early this summer, the four planes which will be used are to be refuelled in mid-air.

This system of refuelling during flight has been developed and perfected by Sir Alan Cobham, the well-known British pioneer air pilot, and the whole procedure is completed within ten minutes.

These flying-boats, which are, only intended to carry mail, have a weight of 24 tons when fully laden.

They will carry a total load of 46,000 lbs. of petrol, of which they will require 7,000 lbs. in mid-air. This process of mid-air refuelling enables them to fly with a far larger load of petrol than that with which they could take off.

The four airships to be used on this service are called Cabot, Caribou, Connemara and Clyde. There are five other planes of the same class which will be used on other lines including the Bermuda-New York and Australia - New Zealand extensions. They have a speed of some 200 miles per hour (322 kilometres per hour).

AN ENGLISH AMBASSADOR AT THE COURT OF JOHN SOBIESKI

By Dr. Wacław Borowicz

In the second half of the 17th century Poland was connected with various English interests, political, economic, religious, and cultural. She did not escape the curiosity of English political writers. Among the theoreticians of unlimited monarchy (such as *Hobbes* or *Kobert Filmer*) she could not, of course, find great favour, and had her institutions greatly criticised. Liberals and republicans (such as *Marchmont Nedham*, or *Sir James Harrington*) sympathised with her; and the most laudatory words were written on the subject of her legal structure by the most radical of them, *Algernon Sydney*. But none of these writers had any wider knowledge of the facts.

The fact were to be supplied by those who travelled to the country itself and stayed there for some longer time. In the reign of Charles II there were two such travellers who left written records. They went to Poland together: one as an ambassador, the other as his chaplain. Their names were: *Laurence Hyde* and *Dr. South*.

Laurence Hyde, afterwards earl of Rochester (1641—1711) was one of the typical ambassadors of his day, greatly preoccupied with questions of etiquette, titles, precedence, number and order of visits, and similar matters. He was with the Poles for a few months only, and not being very sociable could not penetrate very deeply into the life of the country. — It was in Poland the reign of John Sobieski. Hyde was instructed to be proxy for Charles II at the christening of one of Sobieski's children, and to make representations to him on behalf of the Polish protestants whose liberties were determined by the treaty of Oliva (1660) guaranteed by England.

He arrived in Poland during a war with the Turks, and Sobieski was in the field. Received and welcomed in Danzig by the Queen, Hyde set out to Warsaw, and after some weeks proceeded to Lwów, where he waited until the war operations developing in vicinity should come to an end. He did not know anything about Polish institutions, and could hardly make head or tail of the assemblies of nobles which were taking place before his eyes. He understood only that they drank deep. He took no great interest in Warsaw in general. In the King's palace he saw „nothing great or fine”, and the building appeared to him “large and scrambling an irregular as any King's in Christendom”.

Going southwards Hyde had a narrow escape from the Tartars. Having arrived at Lwów he found himself rather unexpectedly in the middle of war operations. To his great astonishment also, he discovered many interesting things in the place, although there were likewise “the worst streets that ever were seen”. — The greatest show, according to him, was made by the monasteries of the town, and the three cathedrals of the three different catholic rites.

He attended with curiosity the various services, and went even to the Jewish synagogue. The Latin cathedral impressed him as one of the finest for size, and for its sculptured monuments, “which — he added — were more curious people would have observed more and have given a better account of them”. He wrote down a similar remark as the conclusion of a rather long description of the Bernardine and the Dominican churches: “They are both very fine churches; one would wonder to see such in this town”. — But what made the greatest impression on him was a troop of Polish Hussars. He says: “All the rest of the army is foot, and not extraordinary, but this



Laurence Hyde Earl of Rochester 1641—1711 (Painted by Sir Peter Leij)

troop is the finest thing that I even was seen”. And the same high complement is still twice repeated.

When Hyde was thus expecting the end of the war, news suddenly came that Sobieski was surrounded by the Turks. In union with the French ambassador they conceived the plan of helping the cause of peace by sending a messenger to the Turkish camp with letters asking for diplomatic passports. The idea proved disastrous: the English herald, as well as his interpreter (a Scot who knew Polish) and all their men but one were killed by the Tartars. The armistice and the truce were concluded independently.

During the marches Hyde went out to the King's camp to have a look at the battle field: “being desirous as he says — to see what perhaps was never to be seen again”, and in order, that he “might have something to talk of” for being so long in such a distant country. — He had, certainly, something to talk about when he was back to England, and we may

NEWS FROM CANADA RADIUM CRUISERS

Radium-uranium and copper-silver concentrates estimated at \$400,000 will be shipped out this summer from Canada's radium mines on Great Bear Lake in the sub-Arctic. This will be the largest movement of partially-processed radium in history.

To help in the moving of this quantity of concentrates, two small vessels are now being built in Eastern Canadian ship-yards and shipped approximately 2,000 miles by rail. The two new vessels which will be only 60 feet in length will be christened Radium Express and Radium Cruiser, and will be added to the radium carrying fleet which now includes the Radium King and Radium Queen.

These radium ships will operate over 2,500 miles of fresh water routes in the sub-Arctic and Arctic. Formerly radium ores were shipped from Eldorado mines by air, but at the present time practically all the rich radium-uranium concentrates are carried south by these little ships.

FIGHTING SLEEPING SICKNESS

A vaccine suitable for inoculating horses against “Equine Encephalomyelitis” or sleeping sickness in horses, has been developed and is proving satisfactory in checking the ravages of this disease which has caused considerable losses to owners of horses, particularly in the Prairie Provinces. The vaccine has been developed by the Dominion Government veterinarians. This was first secured from the infected brain of horses but it was found that it injected into the embryo of chickens in the egg, it increased in strength by about 100,000 times.

be grateful to him for his relation containing so many novel and interesting points, though exclusively concerned with external things.

The Derby the World's Greatest Horse Race

By Ronald James

The Derby held this year on May 24th, is the world's most famous horse-race. In this article Mr. Ronald James describes the hold it has on the affections of Britons and the place it occupies in their thoughts. Even people who normally take no interest in horse-racing become ardent backers for the one occasion of the year, and it was not for nothing that the great statesman, Lord Rosebery placed “winning the Derby” next to becoming Prime Minister in the short list of his ambitions. (Incidentally he achieved both).

The Derby, pronounced by the way, DARBY, is called after the twelfth Earl of Derby, who founded the race and won it with a horse called Sir Peter. Pesale in 1787. It was not till 1910, that the famous black and white colours, well-known on every English and French race-course, were first past the post again, when the present Earl of Derby won the race with Sansovino. The race is run at Epsom, about 14 miles from London.

There is only one Derby. No other race has the hold on popular affection that this time-honoured event retains year after year. From early morning on the first Wednesday in June the roads to Epsom are packed with cars, charabancs, motor-bicycles and innumerable costermongers and their donkeys and carts.

Stretched across Epsom Downs as far as the eye can see are tents and stands, caravans and side-shows. Bookmakers shout their odds; tipsters proclaim to the world that they have the one sure tip of the day, sealed up in an envelope; the gipsies, with their multi-coloured dress and ingratiating proposals, are there from the four corners of the Earth.

Above all sounds is the din of the merry-go-round, the crack of the coconut shies, the raucous cries of “barkers” (race-course touts) and beer-vendors. There are few

things more impressive than to hear the babel of voices still in the tense minutes which follow the cry “They're off!” Up the hill they go, then comes the thunder of hoof beats as the horses round the famous Tattenham Corner — that sharp downhill bend which tests the jockeys' skill to the utmost — and then the gradually increasing roar of excitement as the winner draws ahead and another Derby is over. No-one who has heard it can ever forget the tremendous cheering which greets a popular winner past the post.

There are some strange incidents in the history of the race. The greatest scandal of the English Turf occurred in the Derby of 1844, which was won by a horse named Running Rein. After days of enquiry it was discovered that the winner was really a horse named Macabaeus' which had been disguised with dyed legs and substituted for the supposed winner, Lord George Bentinck traced the dye, and when the guilty owner was asked to produce the horse he announced that it had vanished.

King Edward VII's vastly popular win with Minoru in 1909 marks the only occasion when the reigning King of England has led in the winner of the Derby, though the same owner, when Prince of Wales, won the race twice with Diamond Jubilee and Persimmon.

One of the most sensational Derbys was that of 1913 when King George V's horse Amner was brought down at Tattenham Corner by a militant suffragette, who died from the injuries she received.

Rain or sunshine, Derby Day is a great day. Nothing can equal the thrill that comes to a backer who puts his money on a rank outsider, to see it come thundering home from Tattenham Corner.

THEATRES

NEW DIRECTOR OF PEOPLE'S THEATRES.

A new director has recently been appointed to take control of the two famous London people's theatres — The Old Vic and St. James's Wells.

Erected on the south side of the Thames these two theatres, which are under the same management, have for many years been providing, at very moderate prices, distinguished productions of Shakespeare, Congreve and the plays of many other less well-known dramatists.

They have held many seasons of ballet, and indeed the Vic-Wells school of ballet has gained a well-deserved reputation beyond the boundaries of Britain.

Interpreting Shakespeare.

Mr. Tyrone Guthrie, who has been directing the productions of the Old Vic during the last three years, now becomes the supreme manager of the two theatres. Mr. Guthrie is the son of a surgeon and was born in 1900 in the charming Kentish country town of Tunbridge Wells.

He began his stage career in 1924 at the Playhouse, Oxford. Afterwards he went to the British Broadcasting Corporation, produced plays for the Scottish National Players, for the Festival Repertory Theatre, Cambridge, and the Westminster Theatre in London.

Perhaps his two greatest stage successes have been his recent productions of Shakespeare's “Hamlet” and “The Taming of the Shrew”. “Hamlet”, in which the players appeared in modern dress, had a tremendous success as one of the eight plays presented by the Old Vic Company on its recent

tour of the Mediterranean countries.

In “The Taming of the Shrew”, which has been delighting London audiences recently, Mr. Tyrone Guthrie brought out, as it has rarely been done before, the true buffoonery and comedy of the play as it must originally have been performed in Shakespeare's day. *The Londoner*

WARSAW STAGE.

“Playmates”.

The production of “Masquerade”, the interesting drama by Jarosław Iwaszkiewicz, “The Defence of Xantippe” by L. H. Morstin and finally the revival of Shakespeare's “Hamlet” continued to uphold the artistic traditions of *Teatr Polski's* repertoire during the present season. It is, therefore, a great pity that “*Kolejanki*” (*Playmates*), the new play by Stefan Krzywoszewski has not conformed to the previous level, as the play does not possess the scenic or literary qualities, which should entitle it to be presented on this representative stage. The obvious banality of situations and characters and also the primitive technique of its construction prevents the play from rising above the level of a second class novel.

Mr. Z. Ziemiński's careful and correct production merited a better play, Miss Malkiewicz - Domańska played the heroine straightforwardly and with charming sincerity. She found a good partner in Jerzy Pichelski, who showed much temper, charm and power. The Misses Irena Borowska and Nina Andrycz contributed youth, joy and beauty to their somewhat uninteresting parts, while the talents of such

Irena Malkiewicz - Domańska, Irena Borowska and Nina Andrycz the charming interpreters of “Playmates” at the Teatr Polski



Phof. St. Brzozowski.

actors as Bogusław Samborski (a capital characterization), Jan Kuraskowicz, Wojciech Brydziński, Józef Kondrat are too splendid and valuable to be used in such plays.

“Pension on an estate”.

A number of land-owners, whose income from their estates has decreased since the war, nowadays pensions for town visitors at their houses during the summer months.

Such is the canvas and background of the new comedy by Stefan Kiedrzyński. This new work, however, must be counted among the weakest of his plays, both in its uncomplicated and naive action, poor humour and banality of presented characters.

Pension on an estate (*Pensjonat we dworze*) is produced by Karol Borowski. Among the cast Miss Maria Gella one of our best character actresses gives a very amusing burlesque portrait of the always hungry, Mrs. Banasiewiczowa, while the elegance and good playing of Aleksander Zabczyński enlivened the pallid figure of the rich and handsome financier from Warsaw, who unexpectedly visits one of his secretaries, played directly and

witely by Miss Jadwiga Zalkicka. Also Mmes Amelia Rottorowa, Janina Niczewska, Ola Leszczyńska and Messrs. Stefan Hynydziński and Józef Orwid deserve mention. Miss Janina Macherska, on the other hand, disappointed us by an obvious overplay.

„Zborowski”.

The *Teatr Narodowy* has revived the historical drama by Ferdynand Goetel “*Samuel Zborowski*”. The play has been already presented some years ago at the *Teatr Polski* and was counted among the weakest achievements of the author. The character of the drama does not surpass the style of an historical chronicle, full of figures and facts, and it is unimpressive and uninteresting.

Kazimierz Juszczo - Stępowski has repeated his fine role as King Stefan Batory, with his splendid make up and appearance. The role of Samuel Zborowski is also one of the best in the repertoire of Jerzy Leszczyński.

The production is by Leon Schiller, the impressive sets are by Andrzej Proszacki and the costumes by Karol Frycz.

Jerzy Macierakowski

EMPIRE'S DAY

(Concluded)

Imperial statesmen in London. Even then, when emotion ran high, Lord Meath disclaimed all forms of drama. In simple words he stated the aims of the Empire Day Movement: "The Empire celebration is intended to be the outward sign of an inner awakening of the peoples who constitute the British Empire to the serious duties which lie at their door". Events a few years later proved that this message carried no idle boast.

The London gathering proved successful. The following year saw Empire Day celebrated in Canada, New Zealand, Natal, Malaya, Jamaica, Bermuda, and the Barbados. Two years later Australia gave official recognition to the movement, and in 1916 the British Government announced the King's official sanction of the observance of Empire Day. In 1937, on May 24th, soon after their coronation, the King and Queen attended a great Empire Day Service at St. Pauls Cathedral. On that day, while the Empire's rulers prayed amongst a vast congregation, Lord Meath's work reached a climax - Empire Day stood in need of no further recognition.

The watchwords of the Empire Day Movement have remained unchanged through the years: unity, responsibility, duty, sympathy, self-sacrifice - they epitomize both the movement and the personal aims of the founder. It is the movement to be remembered that the movement is primarily aimed at children; that certain features which are essential in the schoolroom have no appeal to the adult mind. It is not intended that they should do so. Lord Meath never dreamed of a nation of flag worshippers; he was no believer in mass regimentation. Flag symbolism, however, has an important place in young minds and serves as a reminder of the power, extent and possibilities of the Empire. The Empire Day Movement teaches that a united Empire is Britain's strongest bulwark for peace with freedom - a lesson which cannot be learned too young.

New Board of the Polish Institute for Collaboration with Foreign Countries.

The Polish Institute for Collaboration with Foreign Countries held its annual meeting on the 11th of May at which a new board was elected. Dr. Henryk Gruber was elected president, Senator Jan Dębski and Dr. B. Helczyński Vice-Presidents, Mr. M. Fułarski - Treasurer, Members: Messrs W. T. Drymmer, W. Gieżyński, W. Łypaciewicz, Senator W. Rostworowski, S. Sokolowski and Minister J. Targowski. Minister Dr. T. St. Grabowski will be the Director, and Mr. J. Stankowski the Secretary General of the Institute.

CONCERTS

The concert season has come to an end. At the present, the Philharmonic is given up to music students' performances and we have an opportunity of attending the first steps of the future composers and virtuosos of Poland. At the last symphony concert conducted by Tadeusz Mazurkiewicz, Mme Rabczywiczowa gave a fine rendering of Schumann's piano concert. The orchestra played Czajkowski's Manfred symphony and Lidaw's Baba Yaga, as well as an excerpt from Wagner's Tannhäuser.

K. M.

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Society Events Programme For June 1939. Lists various events including film shows, lectures, meetings, and performances.

CINEMAS THEATRES AND MUSIC. Lists movies and musical performances at various venues like Atlantic, Capitol, Colosseum, Europa, Imperial, Napoleon, Palladium, Pan, Rialto, Roma, Studio, Swiatowid, Stylowy, and Victoria.

ART EXHIBITIONS. Lists art exhibitions including National Museum, ZACHETA, and Adam Chmielowski's paintings.

British School Mokotowska 61 m. 32. TeL. 7-32-33. Lessons in English language for all grades.

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No 140/41/42 The following persons are entitled to receive visas or immigration certificates for Palestine

Table with columns: No. of certificate, NAME, Age, Category, Last date of visa, Admission date, Address. Lists numerous individuals and their details for immigration certificates.