

# THE WARSAW WEEKLY

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No. 14

## Mr. Noel Coward's Visit to Warsaw

Mr. Noel Coward, the famous British dramatist, author, musician and wit, is to make a short holiday tour through various European countries.

Mr. Coward has thoroughly deserved his holiday. He has two new plays appearing in London on August 24th, one serious and one a comedy. He is to act in both of them himself, playing on alternate nights. He has also completed a book of short stories called "To Step Aside" which will be published by Messrs. Heinemann in September. He is a great traveller, and his idea of the perfect holiday is to see new places and to meet new people. As he himself puts it "Before Europe blows up entirely, it would be nice to see it!"

Mr. Coward's plays are as well known throughout the rest of the world as they are in Great Britain. He is the author of "Cavalcade", that great pageant of fifty years of British history, and of "Bitter Sweet", the romantic musical comedy which so splendidly eclipsed the passionless and tinsel productions of a less glamorous age. His modern comedies such as "Private Lives", "Design for Living", "Hay Fever" and "Conversation Piece", are commentaries as pointed as they are charming on the manners of the times.

Travelling, as he himself admits, is his great passion in life. He has travelled throughout the length and breadth of Indo-China, Siam, Burma, Malaya, the Dutch East Indies, South America, China, Japan and Egypt. Like his own "mad dogs and Englishmen", Mr. Coward is not afraid to go out in the midday sun!

He has been in the theatre since he was ten years' old, and his autobiography "Present Indicative" proves how deeply he has assimilated the atmosphere of the footlights and of the wings without for one moment forgetting that the life of the theatre is a reflection and an image, not life itself. Next September, Mr. Coward — no



Noel Coward.

doubt somewhat to his own surprise, for age is not one of the factors with which he has over to reckon — will be forty years old — "If," as he says, "anybody cares!"

Mr. Coward is a universal favourite. It is a gracious dispensation of providence that his delight is to travel, because his journeys bring his witty and charming personality into contact with those who are already his theatre "fans", but who could not otherwise learn to appreciate the amazing gifts of this fine and understanding satirist.

A reception for Mr. Noel Coward on behalf of the British Council was given by Mr. and Mrs. Sykes in the premises of the Warsaw Anglo-Polish Society, Al-Jazdowski 38, on Saturday the 8th July.

Among those present were: the British Chargé d'Affaires, the British Consul General and other members of the Embassy, representatives of the Polish Foreign Office, the Polish press and dramatic critics and the Warsaw stage represented by the managers, producers actors and actresses.

After the reception Mr. Coward left for Łańcut where he spent the week-end.

## London Letter

By "The Londoner".

### Byron's Tomb.

After a hundred years of controversy some interesting facts have been brought to light regarding the burial of Lord Byron, the famous English poet.

Byron died on April 19th, 1824, at Missolonghi fighting for Greek independence, and it was recorded that his body was brought to Hucknall parish church in Nottinghamshire and buried in the vault. Other authorities maintained that the Greeks retained Lord Byron's brain and heart.

A year ago the tomb was opened by the present vicar of Hucknall, Canon T. G. Barber. In a book he has just published, the vicar discloses that the embalmed body of Byron was in as perfect condition as when it was placed there 114 years ago.

"His features and hair were easily recognisable from his family portraits. The serene, almost happy, expression on his face made a profound impression on me. I noted that the poet's lameness was in his right foot."

### "Bunny" Austin.

H. W. Austin, who has been seeded number one player in the lawn tennis championships which began at Wimbledon this week, is one of the very few great amateur tennis players to retain his amateur status.

Past champions, one after the other, have passed into professional tennis, but "Bunny" Austin alone remains an amateur.

This is the thirteenth year in which Austin has entered for the Wimbledon championships and, although he has never actually won the British title, lawn tennis authorities tell me that he has never had a better chance of success than this year.

### Favourite for Wimbledon this year.

F. J. Perry, who became a professional two years ago was the last Englishman to be accorded the honour of being seeded number one player.

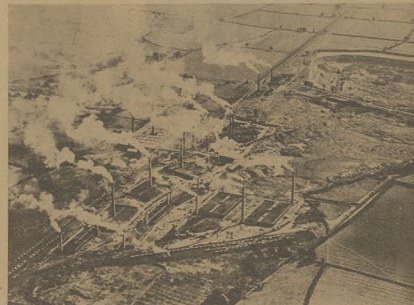
"Bunny" Austin, who has recently returned from a lecturing tour in the United States of America, is 33 years old. He is slight of build, fair-haired and married.

Though the number "thirteen" is regarded by many people as unlucky, yet a large proportion of the quarter of a million spectators who are expected to attend Wimbledon this year, will give their enthusiastic support to Austin in this, his thirteenth attempt to gain the title.

### Britain's Telephone System Safe.

It is now practically impossible for any town in Britain to have its telephone communications cut off in the event of war.

Every post office, telephone exchange and telegraph office is



World's Largest brick works at Stenarth.

equipped with Air Raid Precautions. Foundations, walls and basements are being strengthened.

Where automatic telephone exchanges are in operation alternative circuits are already provided, and in other places complete sets of reserve telephone and telegraph apparatus have been installed.

The two most vital post office centres in London, the Central Telegraph Office and the International Telephone Exchange, from which calls are made and received from all parts of the world, would be transferred in wartime to secret premises outside London.

Cables of great importance, particularly those used by the Government, or trunk lines entering a city, have been sunk as deep as 30 to 40 feet (9 to 12 metres) below the surface.

There are 13,000,000 miles (20,900,000 kms.) of telephone line underground in Britain — a higher percentage than that of any other country in the world.

### King George Reviews Volunteer Army.

For nearly two-and-a-half hours last Sunday afternoon, King George, accompanied by Queen Elizabeth and Queen Mary, took the salute at a most impressive parade in Hyde Park, London, of the National Defence Services, naval, military and civilian.

The march past was composed of 20,000 men and women who had enrolled voluntarily in the various services. They included, for the first time in a Royal review, the British Civil Defence Forces, now organised and recognised as a "Fourth Arm".

In their civilian dress, these representatives of the Air Raid Wardens, the Auxiliary Fire Service, the First Aid Posts and other Air Raid Precautions services provided the most significant contribution to a parade which included detachments from all parts of the British Isles.

This striking demonstration of the efficiency and extent of Britain's national defence was watched by nearly 100,000 people.

### Message to the Nation.

The same evening, Mr. Neville Chamberlain, the Prime Minister, broadcast a message from the King, expressing his thanks to volunteers for National Service.

"Our civil defence force is now established", the King stated. "All our preparations are designed not to provoke war but to preserve peace. But we are resolved to leave nothing undone to maintain our country's security".

### Britain's Wonder Bombers.

Britain is building large numbers of a remarkable bombing aeroplane which has such an enormous range — 3,240 miles (5,215 kilometres) — that it would be possible to patrol most of the world from bases in England, Egypt, Singapore and Australia.

The machine is the Wellington twin-engined monoplane, and its great range is due to a patented method of metal construction. Its entire fuselage and wing structure are built on the "geodetic" principle, consisting of a series of curved metal bars.

It is also claimed by the manufacturers that this system renders these high-performance machines very suitable for mass production.

Britain's possession of large numbers of these long-range bombers provides her with a striking force of vast power.

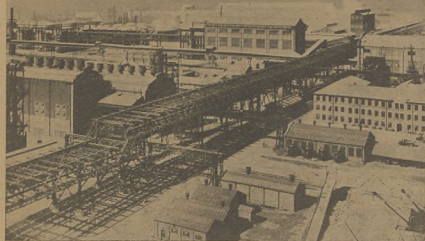
### Centenary of the Royal Agricultural Show.

The centenary of the Royal Agricultural Society's Show, which opened this week in Windsor Park, is breaking all records both for the number of exhibitors and for crowded attendance.

The display of live-stock, of which there are 4,000 entries, is said to be the finest, both in quality and in quantity, that has ever been presented in this or any other country. There are over 80 different breeds of horses, cattle, goats, sheep and pigs.

Entries for the Flower Show, the most brilliant that the country has probably ever seen, have also broken all records. The majority of the flowers and plants have

(Continued on page 3)



Imperial Chemical Industries works at Billingham second largest in the world.





### HOME AGAIN

The British 10,000 ton cruiser H.M.S. Suffolk returns to Portsmouth at the close of her commission in Chinese waters. After minor alterations and repairs have been carried out, she will rejoin Britain's Far Eastern Fleet.

## THE WORLD'S GREATEST NAVAL DOCKYARD

Those who have seen the British Fleet at sea, engaged in battle-practice or lying at anchor off some distant port, have only seen one side of the country's naval strength. Behind every activity of the Fleet are the great naval dockyards, and the most important of these is Portsmouth—or "Pompey" as it is known to the officers and men of the Royal Navy.

Portsmouth has always looked towards the sea. The Romans built a castle overlooking the present dockyard, and a letter from King John, dated 1212, gives instructions for the repair of the dockyard walls and the erection of sheds for masts and rigging. In 1495, King Henry VII built at Portsmouth the first 'dry dock' in England; a basin capable of holding the largest ship of her day, the 'Sovereign' of 600 tons.

For over one hundred years Portsmouth was the only Royal Dockyard in the Kingdom. In 1650 'the yard' employed 100 shipwrights and a single team of horses, and it was not until the coming of steam in 1835 that the modern Portsmouth was born. The first 'steamer' in the British Fleet was the 'Hermes' of 712 tons—little larger than Henry VII's 'Sovereign'—but the steady increase in the size of ships soon taxed the yard beyond capacity. In 1864, the area was doubled; four new basins were built and 10,000 feet of new wharfage added. Since then, Portsmouth has increased steadily, and the work of enlarging and modernizing the yard is still going on. To-day the yard employs over 20,000 men—exclusive of naval ratings—and is capable of tackling any work from the building of a battleship to the upholstering of an easy chair in the Commander-in-Chief's cabin.

Every ship in the British Navy is attached to one of the three 'Home Ports'—Portsmouth, Chatham, or Devonport—throughout her career. Thus 'Portsmouth Ships' always return to 'Pompey' at the end of each commission; they draw their crews from Portsmouth Barracks—H.M.S. Victory—and they return to Portsmouth Dockyard for all normal refits and alterations. A ship's requirements, from new searchlights to fresh mooring swivels, are supplied at her Home Port—and are supplied with a speed that is truly amazing. One statement will give some indication of the organization behind the Fleet. A British battleship could enter Portsmouth Dockyard and sail again within 24 hours, carrying a completely new set of eight 15-inch guns.

No industrialist in the world controls such diverse trades as those controlled by the Admiral

Superintendent of a modern naval yard in Great Britain. Food for the Fleet is issued from dockyard stores; ammunition, explosives, paint, torpedoes, canvas, ropes, guns, gas masks and leggings are just a few of the items manufactured or stored in Portsmouth Yard. The actual control of harbour traffic, the docking and undocking of ships, the synchronization of hundreds of activities are all duties that pass unnoticed as part of the day's work—duties which, if mishandled, would result in chaos. Portsmouth presents striking contrasts in old and new. In the tall lofts men work at the same benches that once felt the touch of Nelson's canvas, yet in the electrical shops are instruments—far beyond the comprehension of an old-time sailor—or a modern civilian.

If Portsmouth were looked upon solely as a 'shipyard', it could stand comparison with any civil yard in Great Britain. Such splendid battleships as 'Queen Elizabeth' and 'Royal Sovereign' were "Pompey-built", and the yard has also launched the cruisers 'London', 'Dorsetshire', 'Suffolk', 'Amphion', 'Aurora', 'Neptune' and 'Effingham'. During recent years there has been so much reconstruction and rearming of ships that new construction has mostly gone to 'Private' yards: at present only one ship—H.M.S. 'Sirius'—is building at Portsmouth.

This rearming of existing ships is largely concerned with aerial developments involving increased anti-aircraft armament and protection, alterations in control apparatus and the provision for increased aircraft accommodation on board the ships. Since 1935 the anti-aircraft armament of the Fleet has increased 75 per cent. and, at a conservative estimate, some 250 new guns—exclusive of pom-poms and multi-machine guns—have been mounted. All this work has fallen upon the Royal Dockyard. There has also been the rebuilding—a process which involves 70 per cent. of the ship's structure—of such vessels as 'Warspite', 'Queen Elizabeth', 'Renown' and 'Valiant'; to say nothing of the normal refits which ships undergo at regular intervals.

Every ship in the Fleet has her own 'machine-shop' where small repairs—'running repairs' may be undertaken. Behind these stand the great machine shops of her Home Port. Here in the smithies' plate shops and casting sheds are made the thousand and one items that go into the upkeep of a modern man-of-war. These items vary in size from anchors for the navy's largest battleships down to pressed steel lockers for the seamen's mess

decks. I have seen more than one civilian industry advertise the fact that "No job is too big, no task too small"; only in the Royal Dockyard at Portsmouth have I seen this slogan carried out in practice.

Wood still plays an important part in a steel navy. All the ships' furniture is made in the dockyard woodworking shops; much of it to standard pattern and the odd piece to fit the special structural demands of a particular ship. Dockyard carpentry also involves tasks undreamed of in civilian practice. In the woodworking shops are constructed 'knock-up models' of bridges and control stations, built to exact scale and complete with dummy valves, pipes, telephones and firing keys. In these model bridges, officers decide just where every fitting should be placed. Is this fitting handy, or is it in the way of some more vital fixture? These questions, so essential to the efficiency of the ship, are not left to chance; they are tested and answered by the constructional staff of the Royal Dockyards.

All these activities can be described as normal maintenance or constructional work, and interest to-day is focussed—or should be focussed—on the preparatory side of British naval affairs. Portsmouth is more than a 'dockyard'; it is also a tremendous ordnance factory—a warehouse for shells, torpedoes, mines and depth charges—'a vast arsenal which keeps "Portsmouth Ships" supplied with munitions and which stores part of the reserve upon which the British Navy would rely in time of war; Much of this work is, of necessity, secret, but I have seen enough to know that the Royal Navy is far better prepared for war to-day than the Fleet which left Portsmouth Harbour for 'war stations' twenty-five years ago.

In 1914, British mines were rare and unreliable. To-day there are stacks of mines ready for instant laying. Shells and torpedoes tell the same story. I have seen endless racks of these deadly 'fin fish', and the battered 'practice heads' in the torpedo repair shops provide ample evidence of their efficiency. In hidden shell rooms, I have seen stacks of shells that faded into the distance; great 16-inch monsters each weighing 2,461 pounds, snub-nosed projectiles for the 8-inch and 8-inch batteries, slim vicious looking shells for high angle fire and solid pyramids of explosive for the Navy's famous 'anti-pom-pom'—the deadliest anti-aircraft weapon ever devised.

Nor is Portsmouth an isolated case. Munition depots exist at all Home Ports as well as at the Scottish bases and Royal Dockyards overseas. The Admiralty have stated that munition stocks are sufficient to last a full year of war—and production is steadily increasing. At one depot—in one room alone—the explosive content of the shells exceeded one and a quarter million pounds.

The amount of work that can be done without 'laying up' a ship is astonishing. When, for instance, a man-of-war reports that her guns are showing signs of wear she is not 'paid off' into dockyard hands. In the gun factories it is no uncommon sight to see guns from a ship which you know is in full commission elsewhere. These ordnance plants also have charge of the 2,000 guns earmarked for merchant shipping in time of war, and all rifles, machine guns and revolvers belonging to the Fleet are in their care. To the official mind, 'personal equipment', is classed among ordnance stores, and the same officials who repair the 16-inch guns of H.M.S. 'Nelson' are responsible for issuing band instruments to the Royal Marines.

If statistics were possible it would be an easy matter to picture the dockyard organization that

## NATIONAL ECONOMIC BANK

The Annual Report of the National Economic Bank for the year 1938 which has just been received, also covers the completion of fifteen years' existence of the bank which, it will doubtless be recollected, was formed in 1924 from an amalgamation of three smaller banking institutions then existing in Galicia.

The first three years of the existence of the newly formed bank were spent in consolidation and re-organisation and it was not until the years 1927/30 that it had the opportunity of expansion on a large scale. Subsequently there was a slowing down during the crisis years until the end of 1934, but since that date the history of the bank has been one of continuous and steady expansion, as will be seen from the figures given below:

Year	Total Credits	Cash Credits	Issue Credits
1924	163	96	67
1926	646	440	206
1930	1,756	1,015	735
1934	1,882	1,075	807
1936	2,134	1,210	924
1937	2,138	1,232	906
1938	2,360	1,424	936

In accordance with its statutes financing operations of the Bank are mainly concerned with the meeting of the demands of public and semi-public authorities, the total of credits allocated for that purpose at the end of 1938 being 64%, or 918 million zlotych.

During 1938 the turnover of the Bank rose by 3659 million zlotych to 32,837 million zlotych, while the balance sheet total simultaneously rose by 186 million zlotych to 2,791 million zlotych. During the year the total of deposits dropped in comparison to 1937 by some 60 million zlotych; the year's end total being 490 million as compared with 540 million on the 31st December, 1937. This reduction was due to large withdrawals in connection with the state investment plan. The reduction in the liquid assets of the Bank, due to the falling off in deposits, necessitated the Bank taking further advantage of the rediscount credits of the Bank of Poland, which rose during the year by 1 million zlotych to 36.9 million zlotych on the 31st December.

The State deposits in the Bank showed but little change over the year falling by 5.4 millions to 369.8 million zlotych, while on the other hand there was an increase of 182 million to 494.2 million in the special account in connection with operations pertaining to the state investment plan. Cash in hand at the end of the year was 86.4

million or 26% of 'on call' accounts and 18% of total deposits. Credits given by the Bank rose by 222 million to 2,360 million zlotych, the increases being shown in every branch of the Bank's operations whether on its own account or on account of the state treasury. Short term credits increased by 36 million zlotych during the year but the close of the year figure dropped from 371 million to 370 million owing to the transfer of 37 million of its credits to another section of the Bank's account. Medium and long term credits increased by 210 millions.

Special attention should be drawn to the activeness of the Bank in financing the import of cotton through its branches at Gdynia and Lodz and the transactions arranged by the Bank through the exportation of goods warehouses in the free port at Gdynia.

During the year 1937 credits against bearer warrants were started, the majority of these short and long term credits were for the expansion of economic life and particularly in connection with the industrial activities being carried out in the central industrial zone. Credits for public use rose by 177 million to 918 million zlotych. In as far as issue credits towards the activities of the Bank were mainly directed towards converting previous short term credit issues, but nevertheless there were certain new activities in this line during the year totalling 729 loans to the total of 40 million zlotych, the majority being for building operations. Thanks to new issues and conversions the total of mortgage bonds and debentures issued by the Bank rose by 3.7 million zlotych to 913.8 million zlotych, or together with the issues of the former National Bank, 936.4 million zlotych.

As is well-known the Bank finances five industrial concerns, the Starachowice Company, the Association of Polish Mechanics from America, the Grodzysk, the Bents and the Besko Commines. All these concerns increased their turnover during the year, the figures received being from 36 million to 131 million zlotych. Apart from shareholders in the Bank, the Bank also has the majority of shares in the Scheibler and Grohman textile works at Lodz.

The financial operations for the year were closed with a profit of 3½ million or some 300,000 zlotych more than the year before and issued a valuable testimony to the extensiveness of its operations in the newly expanding Poland.

keeps the British Fleet at sea. To feed the Fleet costs well over £3,000,000 a year, and if I were allowed to say how much oil fuel was burned—and how this fuel is replaced—I would find it easier to point a moral. Anyone who pictures the British people as being incapable of organization, of 'muddling through', would find the Royal Dockyards a revelation.

In a small office overlooking Portsmouth Harbour, there is a large table model of the dockyard property. On this is shown every wharf and basin, every mile of railway and every shed, warehouse or caisson. On this model are placed scale models of every ship in dockyard hands, as well as every ship within the harbour limits. Looking at this table, seeing such famous names as 'Hood', 'Renown', 'Resolution', 'Iron Duke', 'Queen Elizabeth' and 'Amphion', would give you some impression of the vastness of the enterprise, some impression of the importance of the Dockyard's work. The main

efficiency of the British Fleet depends on two things: first, the actual training of the Fleet at sea, and secondly the skill of those in the Royal Dockyards. Without the latter, the first would be of little use. That the Royal Navy is the greatest maritime force in the world is largely due to the officials and workmen in these naval yards. The growing power of Britain is visual proof of their skill, and the freedom of the Fleet from mechanical breakdown can be regarded as the measure of their success.

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## The British Are Bad Haters

By John Owen.

Here, from the pen of a well-known British novelist, is an interesting study of one of the most universal aspects of the British national character.

in the world. There are European nations of whom we are told that they "hate" one another—not just during a war, but at all times and by instinct. But it has never been said of us that we hate anybody. Even when we are fighting another people we don't hate them enough to orchestrate our hatred.

We do not hate nationally—and we do not for one reason because we have probably a better general knowledge of the peoples of Europe than is possessed by the inhabitants of any other country. If you visit other nations it is less easy to dislike them, for it is then that you make the remarkable discovery that they are human beings precisely like yourself. (Would that other peoples would visit us more!) Charles Lamb, the famous 18th century English essayist, showed himself truly English when once being questioned why he liked C when he failed to appreciate A and B, he said "Ah! I know C."

Men hate those whom they do not know, as a child hates the unknown and the dark.

And the English hate so little because they believe they know a little of most of their fellow Europeans. This attitude of friendliness and tolerance must not be misunderstood. The English are the most determined of fighters when once they have decided to fight. It has been said that they always win one battle and that is the last. There was a war in which we lost the last battle—and war is now called the American War of Independence. But that was a war in which men of English blood were defeated by men of English blood!

But if the English are first rate fighters—if in fact they cannot stop fighting till they have won the last battle—they are fourth rate haters. It is open to any country in the world to believe that we don't hate them. We may distrust them sometimes or distrust their leaders. We may be ready to fight them. But we do not hate them. We think we know them. And we can't hate those whom we know.

We do not hate the people of other countries because we think we know them, and we think we know them because we have visited them. But if knowledge defeats hate, humour does too. The Englishman is not intimidated by the hatred expressed by the newspapers of European countries. He laughs. He laughs at the people who would be his enemy; but he also laughs at himself!

The able and devoted journalists who, in some of the newspapers of Europe, devote themselves to abuse

of England and of English statesmen, would probably be distressed rather than elevated if they could see with what eagerness the average newspaper reader in this country turns to the columns in his paper which reproduce the current flood of vituperation aimed at his own people. We are often disappointed; the diatribes are too mild. We ask for something stronger next time. For we are delighted to be attacked. We laugh and share our pleasure with our friends.

But let there be no misunderstanding. We don't hate the writers of these articles, just as we certainly do not hate the people of the countries for whom they write. Why should we hate the men who entertain us? We may a little despise them; we certainly cannot take them seriously. The unconscious humorist has some advantages over the professional funny man, but one of his handicaps is that he thinks he is creating an effect which he is not.

For the truth is that we are not in the very least degree moved by arguments set forth with an accompaniment of abuse. We have never been intimidated by an angrily put argument—though we have sometimes been subdued by a quietly stated and reasonable one.

Again, there is no country in the world where State ceremonies can be more elaborate than in London. But whether at home or abroad, the Englishman will never allow himself to take any functionary, however exalted, with the solemnity with which some other peoples bring to the business of saluting their superiors.

And the attitude of the Englishman to world affairs is also, and always will be, controlled by his humour. In the Great War the English soldier did not sing noble and patriotic anthems. He left "Rule Britannia" and "Land of Hope and Glory" to the bands. Even songs like "Soldiers of the King" made him uncomfortable. He immensely preferred songs of sentiment that had no patriotic appeal whatsoever—"Tipperary" and "Oh, Ye Beautiful Doll"—the second of which, as I know from experience, made good route-march music.

The British soldier found it easier to support the horrors that were his daily experience with laughter than with imperialistic and humourless declarations of the greatness of his nation and the sanctified patriotism of himself.

The men of other races who observed him could not always understand. They stared when they heard, not a hymn of hate or of willing self-immolation, but such a song highly derisive of his singer as:

"I'll leave my pay book to the army,  
I'll leave my crime sheet to the blind."

Our friend the foreigner does not understand, but he has long ago realised that somehow the Englishman who faces trouble in this spirit of apparent levity draws from the humour that informs him, not only strength but—the most important quality to sustain a long period of strain—moral resiliency. The levity is not really levity—it is a sign of the spiritual determination with which the Englishman, once in a conflict, holds on until he has won—the last battle of all.

And the English women, too—the contemporary English woman, no less than her mother, who stood up so effectively to the Great War—can find, in the modern implications of conflict, something at which to smile. I read a story the other day of a wife with a sense of current events who disturbed her husband by prolonged groans during the night. He saw that she was asleep and imagined a nightmare, and when she woke she had this to report: "I dream that I was holding the Brenner Pass."

We laugh. The dream was recounted to amuse. But if there is absurdity in one frail woman holding the Brenner, there is more in the thought that thoughts of international conflicts, though they creep into our sub-conscious and our slumbers, can still do more than give us a laugh when we wake.

And as long as we can laugh at those who disapprove of us we shall not hate them. One day, indeed, if they will let us, we may even love them!

### NEW FLYING—BOATS FOR THE EMPIRE ROUTES

Three big new flying-boats fitted with sleeve-valve engines are now taking their place on the India section of the Imperial Airways Empire routes.

They will replace the land-plane air-liners operating supplementary services between Alexandria and Karachi, releasing the crews of the land-planes for training on the new "Ensign" aircraft at Croydon. The three new flying-boats—"Clyde", "Avarua", and "Australia"—will be replaced eventually by the "Ensigns", which are to operate a permanent land-plane service between London and Calcutta, duplicating the present flying-boat service on this route.

Fourteen "Ensigns", in all, will be coming into service this year. The first of the six scheduled for European routes is now operating—together with "Frobisher" class air-liners—on the daily services between London and Paris.

proof of the people's loyalty and good will".

### Tolerance

Peterborough, the well-known London district of the "Daily Telegraph" records the following impression from an American visitor in London.

"You are a tolerant people" the visitor was saying as he stood on a pavement in the West End and watched a procession going by.

He had just been viewing the damage done by bombs in Piccadilly—the work of Irish Republican Army agitators. What prompted his comment were the inscriptions on the banners carried in the procession: "Release the Irish prisoners", "Friends of the Irish Republic".

He marvelled that the procession should not only be permitted, but be carefully guided by police officers.

(Concluded on page 4)



As well as mass displays in London and other large cities the Women's League of Health and Beauty gives many smaller and more informal displays. Here some members are giving an impromptu performance on the beach at a seaside resort.

## "The Women's League of Health and Beauty"

By Richard Farquhar.

The tremendous recruiting of British women for auxiliary services such as the W.A.T.S. (Women's Auxiliary Territorial Service), which is in full swing, draws attention to the vigorous and flourishing women's movements which now exist in Britain.

One of the many legacies of the Great War to the peoples of all the belligerent nations was a marked deterioration in their physical health. In England this fact impressed itself particularly on Mrs. Bagot Stack, who for several years before the War had interested herself practically in the possibilities of improving health by the right form of exercises.

It was the vision and courage and real administrative ability of Mrs. Stack that created the organization which today, under the name of "The Women's League of Health and Beauty", is doing so much to raise and maintain the standard of female physical health, not only all over the British Isles and Ireland but also in the Dominions overseas.

In 1920 Mrs. Stack first put into practice her idea of holding classes in physical health. She opened an evening school for working girls in Manchester, one of the largest industrial towns in the Midlands. Here girls were trained according to her particular system of physical health improvement, in order later themselves to act as teachers in the various physical culture centres which she planned to initiate.

This school, which exists today under the name of the Bagot Stack Health School, has greatly expanded and the teachers which it produces are qualified to instruct in health exercises, health theory, anatomy and physiology, class-talking and public speaking. Apart from the requirements of the League itself, the recent national drive for Physical Fitness provides an ever-growing demand for qualified teachers.

The Women's League of Health and Beauty first came into being in 1929, as an organization which would unite women in the determination to preserve in themselves the maximum of physical health and self-development. In this Mrs. Stack derived inspiration from the great youth movement, Sokol, in Czechoslovakia. It was to be run a basis of individual membership and entirely financed from members' subscriptions of two shillings and sixpence each. Within three months 1,000 girls had been enrolled, and from that moment the League has continuously grown, until today there are over 150,000 members.

The League exists for one great purpose—the health of the women of Britain. It trains healthy mothers who will produce healthy children, and it enables its members to gain that happiness

which can only be attained through physical well-being. It achieves these objects through dancing, through scientific exercises and through general health-care.

The League is primarily interested in working girls and working women, for theirs is, naturally, the greatest need. Centres of physical health have been started, at first in the suburbs of London and, more recently, all over Britain as well as in Ireland, Canada and Australia. The chief method by which the League has publicized itself and encouraged the growth of membership has been by staging vast public demonstrations—both out-of-door displays in Hyde Park, in the very heart of London, and indoors, in the great public halls, the Albert Hall, Olympia and Wembley.

When the brilliant founder of the Women's League of Health and Beauty died in 1935, she left the direction of the League jointly to her sister, Mrs. Cruickshank, and her famous daughter, Prunella Stack, who has recently married Lord David Douglas-Hamilton.

There exists today a network of centres throughout the country at each of which one can find, on almost any evening of the week, a class of girls or women of varying ages, dancing or performing general physical exercises under the expert guidance of a trained instructor.

"Women are the makers or the breakers of the human race"—this was one of the sayings most consistently stressed by Mrs. Stack. She was determined to afford the women of Britain the greatest chance of proving "makers". And certainly the Women's League of Health and Beauty is making wonderful strides in the general improvement of the health and bodily development of Britain's mothers and potential mothers.

The English are the worst haters

### London Letter

Continued from page 1

been specially grown for display at the Show.

An interesting addition to the centenary show is the cavalcade of famous horse-drawn vehicles. These include Edward VII's town coach, Queen Victoria's original "victoria" carriage, the vehicle in which Napoleon III surrendered at Sedan; and Florence Nightingale's Crimean carriage.

### A Brilliant New English Ballet.

Professor Julian Huxley, Secretary of the London Zoological Society, went to the Mercury Theatre the other day to see "Lady into Fox" the clever new ballet inspired by David Garnett's novel of the same name.

The part of the wife who turns into a fox is danced by Miss Sally Gilmour, a seventeen-year-old dancer who has thus been given her first big opportunity.

Professor Huxley said of her performance: "It is a work of genius. Not only are her movements astonishingly fox-like, but she has caught the spirit of a captive animal to a remarkable degree." This was high praise from one who has spent many hours studying the behaviour of foxes in the Zoo.

The Ballet Rambert, which is presenting "Lady into Fox" is the cradle of English ballet dancing. Most of the stars of the London Vic-Wells Ballet, which has now taken its place as one of the first companies of the world, received their original training under Madame Rambert.

### More gifts for Empire Defence.

A few weeks ago I mentioned in these notes that the distant British possession of Malaya—that straggling peninsula running down from Burma to Singapore—had contributed £20,000,000 towards

Empire defence during the last twenty years.

Ibrundi, which is in Borneo, has just made the further remarkably generous offer of £12,000.

This represents one tenth of the whole year's revenue of this small Malay State, which has an area of only 2,250 square miles (5,820 sq. kms.).

### Striking Proof of Loyalty.

This gift is described as "a practical expression of gratitude" for the peace and security brought by the establishment of a British Protectorate "which alone saved the ancient kingdom from complete extinction".

Another Malay State—Trengganu—which has a population of only 150,000, of whom but 35 are Europeans, has offered £6,000 for Imperial defence. The Malay States Government justly claims that the gift is a "striking



**Warsaw Stage**

**London Letter**

*Continued from page*

**Britain's lead in World Standardization.**

Great Britain's lead in world standardization was clearly demonstrated at the British Standards Institution's annual general meeting which has just been held in London.

Since 1901, when the Institution was first formed, nearly 3,000,000 British Standard Specifications have been sold all over the world. Of unusual interest is the recent British standard of "concert pitch" in music, which was accepted at a meeting held at Broadcasting House, the home of Britain's wireless service, by the delegates of ten nations and the International Broadcasting Union.

International agreement on industrial standards plays an important part in the promotion of international trade, and mutual acceptance of such standards tends to obviate much commercial bitterness and ill-feeling.

**Britain supplies Foreign Navies.**

At present, British shipyards have under construction, or on order, over forty vessels of various types ranging from destroyers, submarines, and minelayers to tankers, colliers and trawlers, for foreign fleets.

Two destroyers have been ordered by Turkey, and six by Brazil. Turkey is also taking four submarines and two minelayers. Three dredgers are going to the Soviet Union and one each to Greece and Iraq; while Norway has ordered four whalers, two motor tankers and a cargo motorship.

**British Glider's Altitude Record.**

Mr. Philip Aubrey Wills, of the London Gliding Club, created a new British altitude gliding record at Dunstable, Bedfordshire, when he reached the height of 14,200 feet (4,330 metres).

"I could have climbed higher in my glider," Mr. Wills said afterwards, "but conditions in the cloud which was carrying me over were getting too rough, so I flew out of it. I passed through hail, and ice formed on the glider. I was coping with air that was rising at more than 25 miles (40 kms) an hour, and there were some really big bumps."

Mr. Wills had his own oxygen apparatus in his machine, and thus experienced no difficulty in breathing. At the top of the flight the temperature was approximately zero — 32 degrees of frost.

Mr. Wills also holds the British long distance gliding record. In April last year he flew from Heston to Cornwall — 206 miles (322 kms) in six hours.

**A Car a Minute**

In spite of the uncertainty of the international situation, Budget threats and armament-work demands, at least one British motor factory has achieved a record

**SOCIETY EVENTS.**

**Warsaw.**

There will be no events at the Anglo-Polish Society from the 15th July until the 1st September. The library will be open every morning from 10.30 to 1 o'clock and in the afternoons from 4.30 to 5.30. Neither the library nor the club will be open on Saturday afternoons of Sundays. Details as to the autumn programme will be announced in the Warsaw Weekly for the 15th August.

**Gdynia.**

There will be no lectures during July and August. The Library will be open from 8—9 p. m. on alternate Wednesdays, i. e. July 26th, August 9th and 23rd.

output of cars during the first half of this year.

It was announced this week that Morris Motors have produced 60,000 cars in the six months ending on June 30th. This represents a complete car for each minute of every working day during the period. It is not only a record for the Morris works, but for the British motor industry as a whole.

**Lyceum Theatre's Last Scene.**

"Long live the memory of the Lyceum Theatre!" "Long live the memory of Henry Irving and Ellen Terry!" These were the last words spoken from the stage of the old Lyceum theatre in London, now to be demolished.

Fittingly enough, this tribute to the greatest performers of a past age, was spoken by Mr. John Gielgud, the most famous actor on the modern London stage.

The theatre was crowded beyond its capacity, and three or four hundred people who could not get into the pit refused for hours to go away. Many of the audience were elderly people who could remember Sir Henry Irving and Ellen Terry — those two figures of the past who made the Lyceum Theatre so famous.

At the end, the cheering swelled louder and louder, and the curtain rose and fell several times. Mr. Gielgud made his speech, but still the audience cheered. At last the curtain stayed up while the whole company faced the audience again and the band played "God Save The King!" Then the curtain of the Lyceum Theatre came down for the last time.

**THEATRES AND MUSIC**

**ALIBABA.** *Orzeł czy rzeszka?* (Musical)

**ATENEUM.** *"Les jours heureux"*, (French comedy).

**BUFFY.** Closed.

**FILHARMONIA.** Closed.

**KAMERALNY.** Closed.

**KONSERWATORIUM.** Closed.

**LEJNI.** *"A public scandal"* (Farce)

**MALE QUI PRO QUO.** Closed.

**MALICKIEJ.** Closed.

**MAŁY.** Closed.

**NOWY.** Closed.

**NARODOWY.** *"Le bois sacré"* (Comedy by de Flers and de Cailhau)

**POLSKI.** *"Playmates"* (Comedy, Shortly "Geneva" by G. Shaw.

**REUTA.** Closed.

**TEATR S.Ł.** *"Panna Wodna"* (Polish one-act)

**TEATR WIELKI OPERA.** Closed.

**CIRCUS.** Closed.

**"GENEVA"** at the **TEATR POLSKI.** The *Teatr Polski* finish its preparations to the Polish premiere of the renowned comedy by G. B. Shaw, *Geneva*. The production remains in the hands of Zbigniew Ziembiński, while the leading roles are taken by Miss Janina Romanowa and Messrs. Józef Węgrzyn, Bogusław Sambratki, Zbigniew Ziembiński, Jan Kreczmar, Dobiesław Damiński, Julian Krzewiński and Zdzisław Karłowicz.

**CINEMAS**

**ATLANTIC.** *"Luiza Hainer and Miłta Korpus in 'The Great Waltz'.* (Musical on life of Strauss).

**BALTYC.** *Montgomery in "20th Century Marriage"* (American Comedy).

**CASINO.** *Tino Rossi in "Marietta"* (French musical)

**COLOSSEUM.** Warner Oland in *"The Night club Mystery"* and *Don Ameche* in *"Dream Island"*

**EUROPA.** Pat O'Brien in *"My friend the Rajah"*

**IMPERIAL.** *Francis Stockfield in "Express Paris Tonit"*

**NAPOLION.** *"Belle Equipe"*

**PALLADIUM.** Edward G. Robinson in *"Confessions of a Nazi Spy"* (First thriller)

**RIALTO.** *Michael Rooney in "First Love"*

**ROMA.** *Franciszka Gaal in "Katherina"* (Light Comedy)

**STUDIO.** *"L'Amour est un jeu"* (The best film now showing in Warsaw)

**VICTORIA.** *Szepek and Tonko in "Wiedzięci"* (Polish folk comedy). The films mentioned above were those showing on the day of going to press.



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**ART EXHIBITIONS**

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141485	BAUMGOLD Ate	27	D	18.9.39	18.10.39	16 Kościuski, Kalisz
141488	ROCKHAUT Dan	20	D	"	"	Strzelecki 2, Lwów
141489	AJZEN Adela	20	D	"	"	18, Ceglarniana, Lodz
141490	AJZEN Stefania	12	D	"	"	18, Ceglarniana, Lodz
141491	SZPALYŃSKI Fryneta	46	D	"	"	1b, Leszno, Sosnowiec
141492	SZPALYŃSKI Ewelyna	15	D	"	"	1b, Leszno, Sosnowiec
141497	GOLDBLUM Majka	15	D	"	"	8, Kowalska, Sosnowiec
142003	GOLDIN Kella	34	D	"	"	Biurocyber, pow. Baranowski
142004	KOPYID Zeldia	8	D	"	"	"
142005	GOLDIN Szmul	5	D	"	"	"
142100	KOPLYD Idek	22	D	"	"	"
142119	KOZAK Luzer	16	D	"	"	c/o Slucki, 61, ul. Piłsudskiego, Kalużyń
142121	BRODBEKER Simcha	21	D	"	"	c/o Majerowicz, ul. Piotrkowska 82
142222	KRONK Ruchla	23	D	"	"	Zarnow, wó. Kielce 24/55 Zamenhofa, Warsaw
142300	KURZWEIL Luba	20	D	20.9.39	20.10.39	4/6 Filipa, Wilno
142302	BRZOZA Sura	25	D	"	"	28 Twarda, Warsaw
142303	BRZOZA Abram	10	D	"	"	28 Twarda, Warsaw
142304	BRZOZA Szajla	8	D	"	"	28 Twarda, Warsaw
142305	BIENENSTOCK Johanna	67	D	"	"	Misja 15, Warsaw
142306	TICHAUER Margareta	41	D	"	"	6 Piłsudskiego, Myslowiec
142307	TICHAUER Jutta	16	D	"	"	6 Piłsudskiego, Myslowiec
142308	TICHAUER Herta	12	D	"	"	6 Piłsudskiego, Myslowiec
142309	FISCHBACH Dora	31	D	"	"	39 Jerozolimska, Warsaw
142310	KAMINER Bruria	3	D	"	"	Kolejowa, Czortkow
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142319	GAMZA Golda	23	D	"	"	14 Składowa, Lodz
142320	KAMINER Dobra	28	D	"	"	1 Unicka, Pnisk
142321	TENENBAUM Golda	61	D	20.10.39	15.10.39	34, Franciszkańska, Lodz
142322	RUBINSTEIN Sora	60	D	"	"	Handlowa, Tomaszow
142323	WACMAN Mirca	47	D	"	"	3 Kosiowa, Wilno
142324	WACMAN Mirca	47	D	"	"	4 Kozia, Stodola
142325	GUTESMAN Faiga	53	D	"	"	7 Jerozolimska, Piotrkow
142326	HIRSCH Rebeka	59	D	"	"	Pierackiego 49, Kalusz
2443	COHN Pessah	28	H	31.8.39	"	6/o Kohn, 18, Polutniowa, Aleksandrow
2436	LAZNOWSKI Izaak	G	G	13.3.39	Piłsudskiego 25, Kalisz	
2437	GRABEWSKI Dawid	G	G	8.12.39	Piłsudskiego 15, Szczeczn	
2438	BRADBROEKER David	80	G	31.12.39	Zarnow pow. Opoczno	
2445	POMERANZ Eleonora	38	H	12.12.39	Mokotowiec 11, Czranow	
2446	LEWENT Morka	70	H	12.12.39	Kościuski 3, Pabjanice	
2447	Golda	77	H	"	"	
2448	GRABOWA Ita	25	G	29.2.40	26/25 Paska, Warsaw	
2449	MAUDAM Róża	28	G	18.6.40	40 Piłsudskiego, Lodz	
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