

# ONLY ONE OF HER KIND

## Josephine Bradley Arrives From England

A RECENT arrival from England was Josephine Bradley. Few listeners will have missed hearing of Miss Bradley. Her ballroom orchestra is justly celebrated in England and, as she says, she is the only woman dance band leader there.

But when Miss Bradley arrived the other day it was to begin a busy few weeks examining dancers and their teachers in this country: for what is probably not as widely known as her musicianship is the fact that she is one of the foremost exponents of ballroom dancing in the Empire.

On her arrival, a reception was held in Phyllis Bates's studio in Wellington, where gathered dancing teachers and students from far and wide to chat over sherry glasses and listen to Miss Bradley's little speech of thanks. She said: "Some people have said I was brave to come all these miles at a time like this. But if you had been in England such a short time ago as I was and had seen then the quiet confidence and calm with which events were being awaited, you would agree that there was no reason to lack courage."

Josephine Bradley's career began in 1921, when she won the only ballroom dancing championship then available—for the Slow Foxtrot. This title she held for five years. Then, in 1925, she won the Open Championship for four dances, and later became a judge of these competitions. She was soon afterwards elected Vice-President of the Ballroom Section of the Imperial Society of Teachers of Dancing, and she still holds that office.

Her orchestra, by which she has become known on this side of the world, was started roughly three years ago.



Spencer Digby photograph  
JOSEPHINE BRADLEY

Dancing in England, she told a representative of *The Listener*, was going strongly up to two months before her departure; and then, about six weeks before she left, with crisis succeeding crisis, dancing slumped a little. At the beginning of the war, Miss Bradley organised tea dances, the first of their kind to be held during the war, at Grosvenor House.

Miss Bradley plans to go from here to Australia, but she will be in New Zealand for a short time later on before she goes to New York where work awaits her.

## BOOKS

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### RAIL, SEA, AND AIR

*THE RAILWAYS and SEA AND AIR, Numbers 17 and 18 of the "Making New Zealand" series of Centennial Surveys. Department of Internal Affairs. E. H. McCormick, Editor.*

These are two more of the Government's arresting pictorial surveys of what New Zealand has been doing with her time in her first hundred years. In the early days New Zealanders sailed or steamed round the coast. When there were no ships available they built their own. They still maintain a fine tradition of hardihood and initiative on the sea. Then came the railways to solve one major engineering problem after another and open up the inland areas. Here again New Zealand was in pace with the rest of the world; in some cases ahead of it. In the field of shipping, a company with a special New Zealand interest, the Shaw, Savill and Albion, fitted the first ship to carry refrigerated cargo. The New Zealand Shipping Company and the Union Company have also been well to the front with all developments. New Zealand Railway engineers have often led the world. Their AB design locomotives for many years developed more horse-power per weight than any other design in the world. Their trains drag heavy loads over a system in which fifty

per cent. of the total mileage is constructed over grades steeper than 1 in 200, and in which one mile in every eleven is steeper than 1 in 50. A total of 26 per cent. of the mileage is curved track, six per cent. is curved in 10-chain radii, and 12 per cent. in 15-chain radii. And now, work which had been done by steam is being carried out with the country's natural resources of water-power.

In the air New Zealanders have been no less enterprising. By 1909, when Bleriot first flew the Channel, a New Zealander had successfully designed an aeroplane which was built in England by Handley Page. In 1911 the Walsh brothers had completed an aeroplane which was the first to fly in this country. Since then Jean Batten, Ernle Clark, Hood and Moncrieff, Guy Menzies, O'Hara, Chichester, Clouston, Walker and McGregor, Hewett and Kay, Gilman and Baines, have been keeping the spirit of enterprise alive. New Zealand is now criss-crossed with a network of air services, and an efficient trunk service is maintained in spite of wartime demands. Just as they have grown naturally into efficient engineers and surveyors, seamen and navigators, New Zealanders are taking naturally to wings.

The stories are told in these two surveys by the Editorial Staff with the assistance of the Railways Department, and, for "SEA AND AIR," of O. N. Gillespie and D. O. W. Hall. J. D. Pascoe has assembled two more fine collections of prints and photographs.

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