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HOLLAND
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SWEDEN
SWITZERLAND
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CUBA
DUTCH EAST INDIES
ECUADOR
MEXICO
UNION of SOUTH AFRICA
UNITED STATES

Other relations in :

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BRAZIL
BULGARIA
CZECHOSLOVAKIA
GERMANY
GREECE
ITALY
JAPAN
LATVIA
POLAND
PORTUGAL
SPAIN
and other countries

What is this I.T.F. ?

THE International Transport Workers' Federation (I.T.F.) comprises more than two million members, divided into some eighty trade unions of railwaymen, tramwaymen, motor drivers, air navigation workers, dockers, warehousemen, inland navigation workers, fishermen and seafarers. Its members live in tens of thousands of towns and villages scattered over more than thirty countries in all continents of the earth. But the I.T.F.'s influence reaches much further. Millions of transport workers in countries where the independent trade union movement has been dissolved by force, are longing for the moment to rejoin their International Federation. In nearly every country under the sun the I.T.F. has its sympathisers who are trying to promote affiliation of their organizations with the I.T.F.

The transport workers of all kinds look after the exchange of commodities between the countries and peoples of the world. It is they who transport passengers from country to country. They have contributed and are contributing to make the world a unit. Because of the very nature of their trade they think in international terms. They love freedom, the freedom of the air, the sea, the road and the rivers ; they hate war, which is inevitable when one country tries to destroy the independence of another.

The transport workers blame the Hitlerites for the outbreak of the war which is now harassing Humanity. They will use all their power to drive off these terrorists, not for the purpose of destroying the German workers and subjugating the German people, but to restore liberty to the German nation and prevent it, once and for all, from being slaughtered in the name of German Imperialism.

The I.T.F., which was established in 1896 in London, had to discontinue its work during the Great War from 1914 to 1918, but this time it will carry on without interruption.

The record of the I.T.F. shows a continual struggle for the improvement of the standard of living in all countries ; for increases in wages, shortening of working hours, granting of holidays, combating of unemployment, more safety, etc., and at the same time for the co-ordination of the means of transport, their socialization, the change of the existing economic system, the establishment of the Commonwealth of Labour.

This JOURNAL is intended to keep the transport workers conversant with the life and the struggles of their fellow workers all over the world, so as to maintain and even strengthen their international spirit.

Now it is War, but when Peace comes it should find an I.T.F. stronger than ever and capable of achieving the aims for which it was started more than forty years ago.



PAGES FROM THE HISTORY OF THE I.T.F.

It was the 28th of April, 1919. The world war was over: the slaughter had ended. The Armistice had been signed and the peace terms were being prepared.

But hate still lived in the hearts of the peoples who had not long since faced each other on the battlefield, lining the trenches and having but one aim; to kill—to kill as many as possible. It was a time when endeavours were being made to keep alive the hate against the vanquished, and especially against the Germans; a time when the whole of the blame for the war was being placed on their shoulders—particularly on the shoulders of the German working class, who had been unable to stop the war; a time when atrocity stories were still going the rounds, when it was still hoped to hang the Kaiser, when every German was still a "Hun," and expected to pay—and several generations after him—for all the damage caused by the war.

It was in such an atmosphere that a meeting was to be held the following day—the first international gathering after the war—the first post-war Congress of the International Transport Workers' Federation. Of the countries recently at war delegates had been announced from Germany as well as Great Britain and Belgium.

A couple of days earlier a delegation of three representatives of the German transport workers' unions had arrived in Amsterdam, and they were waiting, in anything but a cheerful mood, for their meeting with the delegates from the ex-enemy countries, and from Great Britain in particular; a meeting they looked forward to with some apprehension. Robert Williams, secretary of the British National Transport Workers' Federation, together with Harry Gosling and Ernest Bevin, had come over from England in the course of the day.

Late in the afternoon the German delegates resolved to go out "reconnoitring"—to try and get into touch with and sound their British comrades before the official meeting took place the following day.

I shall not easily forget that first meeting. I was walking with the Germans on the way to the hotel where the British delegates were staying. Before we reached it, however, on a bridge in the neighbourhood over one of Amsterdam's many canals, the Germans stood suddenly face to face with the British who, as we later discovered, had come out for a similar purpose.

The Germans hesitated. They wondered what the meeting would be like; what would be said; what reproaches would be cast at them. But their hesitation was short. The British delegates saw them coming and crossed the road to meet them. Robert Williams was in front, his two great hams stretched out to greet the members of the German delegation, and he was immediately followed by Ernest Bevin and Harry Gosling. And then a

simple "How do you do?" broke from the lips of the Englishmen, just as though they had met their German comrades only yesterday, instead of having been for over four years in opposing camps.

At the meeting during the next two days not a single word of reproach was uttered by the British, and when difficulties were raised by third parties they immediately protested. Every attempt, from whatever source, to lead the discussion into side issues was checked from the very beginning by the British delegates, especially Bevin, who insisted that the first thing to be done was to reconstitute the I.T.F. He drafted and put forward a short resolution for this purpose, and after he had spoken briefly in support of it it was adopted.

And when on the evening of the second day the delegates were sitting together in a restaurant, surrounded by press representatives who eagerly asked what the result of the conference had been, Harry Gosling, as only answer, took a roll of bread from the table and ate it together with the leader of the German delegation.

It was a noteworthy gathering, not only because it was the first meeting of any of the several international organizations that fell to pieces when the war broke out, but more particularly on account of the real brotherly socialist spirit that prevailed. I later attended pretty nearly all the conferences at which the international trade union organizations—I.F.T.U. and international trade secretariats—were reconstituted, but none of them came to an end without the question of the responsibility for the war being raised, and without the German delegates being bitterly reproached, or at least having things made very unpleasant for them.

And now it is war again: the working class was not in a position to prevent a repetition of the slaughter; but the spirit of comradeship which led twenty years ago to the reconstitution of the I.T.F., and which during those twenty years has inspired it in all its doings, is still alive and strong as ever now that the workers stand at the beginning of another war.

Whatever it may bring, and whatever its result may be, the International Transport Workers' Federation will go on, and will survive it, preaching in the midst of hate and madness the brotherhood of the working class—a brotherhood and community that knows no frontiers, and no distinctions of race or colour.

Its struggle will go on, in spite of the war; the struggle against terror and violence; the struggle for peace and the rights of man; the struggle for a world that is to be, a world in which brown men and white, black and yellow, Frenchmen, Germans and Britons, all the toilers of Africa, America, Europe, Asia and Australasia, shall live together as brothers in freedom and equality.

EDO FIMMEN.

THE MEASURE IS FULL

Down with Nazi Communism

At various times voices have been raised in the ranks of the international independent trade union movement calling for a united front with the Russian trade unions. These representations had nothing to do with the Communist agitation launched, at Moscow's bidding, and with no other object than to discredit the modern trade union movement in the eyes of its adherents, with the slogan "unity from below." In most countries the only effect of such agitation was to cause bewilderment.

It is true that in a few countries the Red International of Labour Unions succeeded in gaining a footing and establishing trade union centres under its control. But when called upon to assume responsibility these Communist bodies proved far from capable of bigger deeds than those whom they branded first as reformists and later as Social Fascists. Slowly but surely these branches of the R.I.L.U. languished or turned their backs on Moscow.

But on the whole it may be said that sensible experienced trade unionists turned in disgust from the lies, slander, misrepresentations, and virulence which form the main feature of Communist agitation, and whose appeal is confined to the querulous. The workers in countries with a seasoned trade union tradition proved to be possessed of too much common sense to be susceptible to the fallacies called Communist "tactics."

If, nevertheless, prominent trade union leaders have repeatedly made attempts to bring about a rapprochement it was in the hope that the Russians would finally see the error of their ways, would perceive they were being misinformed by their hangers-on abroad, and that the gap with the workers of other countries was continually being widened rather than narrowed.

In recent years it looked as though in Russia it was being realised that to attack the modern trade union movement was to cut into one own's flesh. For many years past the main object of Russian foreign politics, to the needs of which the whole Communist International (Comintern) has always been subordinated, has been to avert the real or imaginary danger of foreign attack. The modern workers' movement might legitimately have been expected to oppose to the utmost every attack on the Soviet State. The support of Communists outside Russia, it need hardly be said, would be of little weight in resisting such an attack. It might have been supposed that for this reason too the Russians would at length come to feel a need to join hands with the modern international trade union movement. In such an event, of course, there could be no question of a submission to orders from Moscow, of an acceptance of the notorious twenty-one points, of a renouncement

of the right to voice criticism, a right on which the trade union movement will insist towards every government, including the Russian.

The course of international developments at one time seemed very propitious to a new attempt at a rapprochement. In spite of all differences of opinion, there yet prevailed a belief—although there was no lack of warnings that Hitler and Stalin would come to terms—that the Russians were sincerely opposed to National Socialism and Imperialism, and sincerely in favour of the preservation of peace.

In this spirit spoke the advocates of a new invitation to the Russians to affiliate to the I.F.T.U. at the Zurich Congress held early in July, 1939.

It is now clear that at the very moment when Hicks (Great Britain) and Jouhaux (France) were speaking in support of the proposal, the Russian rulers were engaged in perpetrating their horrible betrayal of the cause of peace and the struggle against German National Socialism and Imperialism.

That they were negotiating on the Judas reward they were to receive for their betrayal from the hands of Hitler.

That they were already resolved to feed their Imperialist lusts on the neighbouring small countries and to invade Poland, which, whatever the faults of its governmental system, was after all determined to be the first to offer active resistance to the German monster.

That they had promised to supply Germany with the raw materials and foodstuffs for the prosecution of a war, thus supplying German National Socialism with the weapons for murdering British and French workers who, encouraged also by the Communists, were determined to put an end to German aggression.

It is incomprehensible and dishonouring that outside Russia people are still found who seek to justify such treachery. They deserve nothing but contempt. It only proves what Russia has made of its vassals. Self-abasement and blind obedience are the first articles of the Bolshevik catechism.

In Russia itself no voice will be heard, for the G.P.U. works even more infallibly than the Gestapo.

With *this* regime all honest workers and their independent trade union movement have finished for now and always. May the Russian workers come to realise the horrible manner in which the banner of Socialism has been soiled by their rulers. That will be the end of Stalin's reign of terror.

They called us Social Fascists, they, the Nazi Communists!

It is now the time for every union eligible for affiliation to take its place in the ranks of the I.T.F.

BRITISH TRANSPORT WORKERS AND THE WAR

By Ernest Bevin, *General Secretary Transport and
General Workers' Union*

Long before the outbreak of war the Transport and General Workers' Union had been taking steps to safeguard the position of its members on the assumption that though war was not inevitable it was a distinct possibility. In March, 1939, the General Council of the Trades Union Congress were invited to meet the Minister of Labour to consider the supply of labour and the regulation of wages and conditions in war time. The Transport and General Workers' Union were particularly interested in this, as two sections of their membership were already affected by the Government's plans. There was a scheme for the organization of building workers for dealing with emergencies caused by air raids and plans for the transfer of dockers from east-coast to west-coast ports in the event of a diversion of shipping.

The Union took the view that these moves were a danger to the liberty of the workers and the independence of their organizations. It claimed that such matters were best handled by the respective industries, and that it should be left to *the employers and unions in each industry* to arrange for the supply of labour, and to settle the conditions through the normal negotiating machinery already in existence. In each of these cases the claims succeeded, and schemes have been worked out to meet the war situation in these two industries.

In May, 1939, a special conference of Trade Union Executives, organised by the T.U.C., adopted a plan for "Labour in War-time," providing for a national committee for each industry, composed of representatives of employers and employed. These committees were to be responsible for the adaptation of negotiating machinery to war conditions and the settlement of all war-time labour problems in their respective industries. The scheme has been urged upon the Government and, though not adopted in its entirety, it has inspired the arrangements which a number of industries have made. Thus in the commercial road transport industry an Emergency Conditions Committee has been established, including alongside the employers, representatives of the Transport and General Workers' Union and other unions.

Since the outbreak of war there has been a development in the direction of securing for the trade unions equal rights of representation with the employers on the various councils and committees that have been set up to advise and assist Ministers on problems connected with the war. In this sphere the Transport and General Workers' Union has fought for representation on behalf of fishermen, dockers and seamen, agricultural workers, and others.

Thus in the case of the fishing industry, an approach was made by the Union to five different Ministries concerned with various aspects of the industry. A conference was held with the Ministers affected, the Union's proposals were discussed, a National Advisory Council representing the Government Departments, employers and unions, was agreed upon, and regular consultation is now taking place. Again the Union co-operated with the unions representing the officers and men of the mercantile marine in securing the establishment of a National Council in connection with the newly formed Ministry of Shipping. Here representation was secured for the shore workers as well as for the officers and seamen, and provision has been made for regular meetings to be held. A similar approach was made to the Ministry of Agriculture on behalf of the Union's agricultural members, with the result that representatives of the Union and the Agricultural Workers' Union now meet the Minister of Agriculture regularly to discuss war-time problems of the industry.

In all these cases the Union has joined with the other organizations in expressing the view that labour should be represented on a basis of equality with the employers. Moreover, it has maintained that the Councils should not merely advise on questions referred to them by the Government but should also initiate.

Naturally, side by side with these developments the usual activities of the Union on behalf of its members have been continued. A huge number of urgent and complex problems have been settled, either in conference with Government Departments or through negotiations with the employers. Examples of this are provided by the road passenger transport section, which has had to deal with the problems connected with petrol rationing, the increase in the number of standing passengers, redundancy caused by the withdrawal of services, the lighting of vehicles and other matters arising out of the black-out. So many problems have been thrown up by the war, indeed, that negotiating work throughout the Union has been considerably intensified.

British railwaymen obtained an increase from 47s. to 50s. a week from 26 October last, the minimum for engine drivers being raised from 12s. to 13s. a day. A further rise of 3s. a week as from 1 January took place in order to meet the higher cost of living. Separately from the increase in view of the rise in the cost of living, the N.U.R. and the A.S.L.E.F. are presenting new demands for an increase of 10s. a week, also for shopmen, for whom at present a minimum of 50s. a week is being demanded. The R.C.A. is applying for an all-round increase of £20, and for Northern Ireland personnel an increase of 15%, with a maximum increase of £30 per year. For the latter staff an increase of 6½% has been conceded under an agreement already signed.

IS THIS OUR WAR ?

The journal of the Sailors' Union of the Pacific, *West Coast Sailor* recently contained an article under the title "It's not our War." With many of the arguments in this article we agree entirely. Democracy in Britain and France is far from perfect and no more perfect than it is in the United States.

It is by no means our intention to break a lance in favour of American participation in the war, but we cannot subscribe to the completely negative attitude which the *West Coast Sailor* takes up when it writes: "The only menace to our form of government lies within ourselves. We must solve our own contradictions, and if we do that, no Hitler, no Stalin, no home-grown dictator can keep us from being what we were intended to be: a nation enjoying both economic and social democracy. An ocean separates us from a Europe torn by deceit, lies, and mass murder. Let's stay on this side of it."

It is not the American workers' war, nor is it ours. It is the war of Stalin and Hitler, and all neutrals are mistaken if they think that they would be left alone if these dictators won the war. The present-day problem of establishing economic, social, and political freedom is no longer one that can be solved by any one continent, it is a world problem requiring the co-operation of all the peoples and all the nations. And unless aggression is stopped and imperialism banished from the earth, there will be no peace or prosperity for generations to come.

The defeat of the dictatorships is therefore of vital concern to the workers of all countries in the world. While we shall not incite them to join the war, we think they should realise what is at stake and make what contribution they can to bringing about the destruction of the dictatorships.

SWEDEN

The outbreak of war caused a profound impression in Sweden. As a precautionary measure all reservists (men of military age having completed the normal training), as well as a number of classes still liable to the periodical exercises, have been called up and sent to danger spots all over the country.

An emergency session of Parliament was held to deal with a number of questions affecting the national defence (the navy being mobilized to protect Swedish shipping), increased taxes, increases in the prices of spirits and tobacco, higher duties on beer, coffee, and sugar used for the manufacture of confectionery, restrictions on imports and exports, etc.

One of the first effects of the war was a shortage of petrol and resulted in all private cars and

numbers of lorries, especially long-distance services, being brought to a standstill. Bus services were also limited as much as possible. This resulted in increased unemployment among transport workers. The Union took vigorous action on behalf of this group and secured substantial improvements. Steps have been taken to substitute charcoal as a fuel for motor vehicles, and several branches of the Union have started classes to teach men to operate such cars.

Sweden still hopes to be able to keep out of the war and is doing everything possible to that end. The Swedish Trade Union Centre has issued an appeal to members to join the Air Raid Precautions services. The appeal has aroused wide interest, and large sums have been contributed in collections for air raid defence for towns and industrial areas. Within the trade unions action has been taken against the Communists, who in Sweden as elsewhere, are trying to defend the actions of Soviet Russia.

In spite of Government efforts to prevent a rise in prices, marine insurance premiums have increased by 30 crowns and more per ton, which naturally has affected retail prices, especially in the case of coal-using industries. Furthermore, *Swedish shipping suffers from the delays of longer or shorter duration in British ports, to say nothing of the capturing and the sinking of ships by Germans.*

The rise in prices has obliged the Union to apply for increased wages. Notices have been given to terminate agreements. In some cases, e.g. Aero Transport and various bus and transport companies, new agreements have already been secured, while for the dockers negotiations are still proceeding. Negotiations between the Swedish Trade Union Centre and the Employers' Federation have led to the introduction of a sliding scale. The scale is to operate both upwards and downwards, but the rates laid down in the agreement are to be a limit below which wages will not be reduced. The sliding scale clauses are to be included in all agreements signed in the future.

CHARLES LINDLEY.

NORWAY

A report from the Norwegian Railwaymen's Union states that membership has been maintained at the same level (13,000). The invasion of Finland by Soviet Russia is causing uneasiness in Norway, because war has been brought nearer to the Norwegian frontier. The cost of living index number has risen from 172 in August to 179 in November, and will rise still further. Negotiations are proceeding between the Trade Union Centre and the Employers' Federation with a view to an increase in wages commensurate with the rise in living costs.

WAR BONUSES AND INCREASED COMPENSATION FOR LOSS OF EFFECTS FOR SEAMEN

Norway

The bonus amounts to 100% subject to a minimum of 9 crowns a day and a maximum of 20 crowns a day, or double these rates, according to the zone. In case of full invalidity resulting from an accident due to an act of war the invalidity benefit is calculated on a wage basis of not less than 3,500 crowns. The annuity then ranges from 2,100 to 3,480 crowns according to the wage class. In addition a lump sum of 15,000 crowns is paid. In case of partial invalidity these sums are proportionately less. Other provisions cover the cases where seamen lose their lives in accidents at sea.

Denmark

War risk bonuses range from 125 to 250% additional, according to zone.

Sweden

War risk bonuses vary according to the zone, 65%, 100%, 125%, and 250%, a minimum monthly wage of 250 crowns being taken as the basis of calculation. Annuities and allowances in case of an accident due to war conditions are calculated on the basis of a minimum annual wage of 2,900 crowns and a maximum of 4,800 crowns. Payments range from 5.50 to 9 crowns a day.

Finland

The bonuses vary according to the zone, namely, 50%, 65%, 100%, 125%, and 150%. In case of the loss of effects 2,000 Finnish marks is paid additional to the existing compensation.

Belgium

A general supplement of 70% has been established. For loss of effects 50% additional to the normal compensation is payable. In case of invalidity full wages are paid until recovery has taken place, in case of permanent invalidity the normal benefit is increased by 50%. Other provisions cover cases of death.

Nazi international a menace to seamen. The International Central Bureau "Joy and Labour," the anti-trade-union international run by the Berlin Propaganda Ministry, has since the war placed its services at the disposal of the German secret service. The Dutch Government has been obliged to arrest a high civil servant, Van Hoeven, who was the Dutch guest of honour of the International Central Bureau at the last Strength through Joy Congress, on a charge of espionage in favour of Germany. This guest of honour of the Nazis has supplied Berlin with information about the routes followed by Dutch ships and thereby exposed Dutch seamen to attacks by German submarines.

THE SWISS RAILWAYMEN'S UNION IN WAR TIME

The general mobilization of 2 September caused great difficulties to the Swiss Railwaymen's Union. Seven of its twelve officials and eleven of its eighteen employees were called up for military service. But the Union was on the whole able to carry on, especially when the situation was eased somewhat by some of the men being allowed home on leave.

The railway service also made heavy demands on the personnel, which in recent years had been greatly reduced and had to perform a lot of overtime. Many road vehicles were requisitioned by the army, leading to the diversion of traffic to the railways. After five days 6,000 mobilized railwaymen were sent on leave again, and by 8 October civilian traffic was back to 80% its normal volume.

At present both the railways and the personnel are under military control. The Union was able to secure, however, that there should be no changes in the disciplinary code or the manner of its application. Further it pressed for measures to restrict the necessarily longer hours as much as possible, and took steps to secure the granting of postponed holidays and free days.

There was no occasion for the Union to object to the provision made for called-up railway personnel, although that provision has been impaired somewhat from 1 January on. Married men received full wages, single men contributing to the support of others 75%, and others 50%.

In these circumstances the Union had to carry on a difficult campaign in connection with the popular referendum of 3 December, the result of which was unfavourable to the workers, on the question of the insurance of railway personnel.

The Swiss Railwaymen's Union continues its activities on behalf of its members, who have shown that they set great value on a strong organization.

Spanish refugee railwaymen have decided not to seek work on the Mexican railways, although the Mexican Railwaymen's Union adopted a resolution in favour of their employment. The Spanish refugees did not want to encourage the agitation in the pro-Fascist press in Mexico trying to divide the labour movement, and showed their solidarity by this sacrifice.

New holiday arrangements on French railways fix the period with pay at twelve working days per year.

French temporary railway personnel paid by the hour have obtained a special gratuity and travel facilities.

TRANSPORT AND TRANSPORT WORKERS UNDER FASCISM

Dilapidation of the German State Railways. Overworking of the personnel and shortage of materials is ruining the locomotive department of the German State Railways, reports the Nazi organization for locomotive drivers in a manifesto which has created a stir in the country. In this manifesto, published exactly one month after the outbreak of war, the Nazi organization confirms a report received by the International Transport Workers' Federation from railwaymen in Germany about lack of lubricants. But there are more causes of the dilapidation of the German locomotive stock. Owing to the Nazis' speeding up methods, locomotive men have for years had no time to attend properly to the engines. The manifesto states: "Often locomotive drivers must be content to patch up the worst damage to have the engine ready for the next departure." Men refusing to drive under such conditions are liable to be charged with sabotage.

It is not surprising that under such a predatory system of operation the frequency of railway accidents has risen very sharply in Germany in recent years and that since the beginning of the war the increase has been sharper than ever.

Raw material shortage in the State Railway repair shops. The rolling stock of the German State Railways suffered very heavily during the first three weeks of the war. The obsolete material was not equal to the demands of the Polish campaign. Thousands of wagons broke down and could not be properly repaired, because, as reported to the International Transportworkers' Federation by German railwaymen, the necessary materials are lacking. Even repairs which are possible are not carried out because of a lack of personnel, part of the labour in the already understaffed repair shops having been drafted to Poland. The workers who remain are tired out and in a sullen mood.

Arrests in Germany. In several repair shops of the German National Railways in West Berlin many workers have been arrested on charges of sabotage.

Death on the German railways. In the six years during which the Nazis have plundered the German State Railways the frequency of railway accidents has risen steadily. In the last four years alone the number of casualties among railway employees has increased by 40%, and that among passengers by over 100%. Since the beginning of the war one railway disaster has followed another. In order to alarm the public as little as possible, the press is only allowed to report accidents which cannot be kept secret. Even according to such reports, in the eleven weeks between 8 October and 23 December, 1939, more lives were lost in railway accidents on the territory of

the old German Reich than in the twelve months of 1932, the last pre-Nazi year. After every accident railwaymen were arrested by the Gestapo as scapegoats. By punishing wearied railwaymen attention was to be distracted from those really to blame for the numerous traffic disasters in Germany.

Accidents in railway goods traffic do not become public so easily as accidents to passenger trains. This no doubt explains why the railway administration is particularly neglectful of safety precautions in the goods service. Additional effort is also required from the overworked personnel. At goods yards working hours are in practice often unlimited on weekdays. At present personnel in shunting and loading yards must work on Sundays and holidays the same as the loading personnel of commercial undertakings.

Work to rule is the method whereby German traffic and shunting personnel protect themselves against the reckless speeding up. The over 300 lives lost in the most recent two disasters have caused widespread uneasiness.

Danzig dockers deceived. To make the attack on Poland popular with the people of Danzig the Nazis promised that the Polish port of Gdynia would be closed and all the foreign trade of Poland diverted to Danzig. Some of the unemployed dockers at Danzig believed these Nazi promises.

With the conquest of Poland by Germany Danzig dockers were rendered unemployed at a blow. At first the miserable unemployment benefit was paid, to which the Labour Front added 2½ pfennigs (¼d.) a day. Thereupon, without ceremony, more than one third of the Danzig dockers were transferred to ports in the Reich, where in some cases they earn even less than in Danzig.

The deported dockers were promised that they would soon be repatriated to Danzig. A similar promise was made—and broken—to the 16,000 Danzig workers drafted to Germany by the Nazi Senate in recent years.

Twelve-hour day for German dockers. In normal times eight-hour shifts were worked in German Rhine ports. Since the outbreak of war dockers have to work twelve hours. The Nazi Government has ordered that two hours a day more must be worked without overtime pay. The employers, presumably with the approval of the authorities, have added another two hours, so that now a two instead of a three-shift system can be worked. In the ore harbour Emden, dockers must work up to eighteen hours at a stretch.

In various Rhine ports dockers are receiving no pay at all for the ninth to twelfth hours, and are only getting eight hours' pay for twelve hours' work, or a cut of one third in wages. Wages are paid again from the thirteenth hour on, usually at 40 pfennigs an hour, being about one half the normal rate.

MISCELLANEOUS

Polish railwaymen have been arrested by Russians, and it is not known what has been done with them. Among them are the president and the secretary of the Polish Railwaymen's Union affiliated to the I.T.F. The general secretary of the Union succeeded in eluding the Gestapo and G.P.U. and is now in Paris.

A letter from Helsingfors, dated 4 December, has reached the I.T.F. The writer, N. Wälläri, secretary of the affiliated Finnish Seamen's Union, was an eye-witness of one of the Russian air raids which, according to Russian reports, were directed exclusively against military objects. Here is the report of our Finnish comrade:

"Russian bombers have directed their fire from the air against defenceless civilians. Here in Helsingfors they have killed at least sixty-five, mainly women and children. Not a single soldier has been among the massacred. Last Friday I personally witnessed such an attack. At one o'clock I was going home when two groups of Russian bombers suddenly appeared over the town. The planes flew low over me at a height of about one hundred metres. At a distance of about three hundred metres from me bombs were dropped and fire opened from machine guns. On an open square people ran for shelter when they heard the alarm. On that spot twenty were killed and many wounded, only one of them a man, the others all women and children. One of them was the wife of an official of the Transport Workers' Union. All this happened in a district with an eighty per cent labour vote and which is of no military importance. There were only the houses of the poorest workers of the town. No bombing took place in the districts of the rich. The workers are the main sufferers. Nobody could have believed anything like this. One may be sure that many extreme lefts have changed their views."

Danzig railwaymen murdered. Two officials of the Polish State Railways in Danzig, who did their duty in the defence of their home against the invasion of Hitler's troops, have been put to death for political activities against the Reich.

Prague tramwaymen victimized. By order of the Nazi authorities, tramway conductors in Prague are now required to call out street names in German too. Sixteen Czech tramwaymen who refused have been dismissed.

Better treatment of British seamen was asked for by Mr. Shinwell, Labour Member, in the House of Commons on 14 November. Proper pay and revision of the compensation for invalidity and

loss of effects were among the improvements demanded.

American seamen are opposed to transfer of U.S. ships to foreign flags as a practice under the new Neutrality Act, a result of which would be an increase in unemployment.

New conditions of employment in French merchant shipping are provided by a Decree of 22 October last. The working week has been lengthened from 40 to 45 hours, overtime to be paid now after the 45 hours. Wages remain the same as for 40 hours, the pay for the additional five hours to be transferred to the Public Treasury in favour of the National Solidarity Fund.

Lascar seamen's war pay has been fixed on the basis of 25% wage increase and 25% war bonus.

American seamen's wages under an agreement between the National Maritime Union and nine coal carriers will range from \$62.50 to \$137.50 in the catering department, from \$72.50 to \$95 in the engine-room department, and from \$67.50 to \$97.50 in the deck department.

Increased wages for some 120,000 British dockers, including men on piece work, have been obtained as from 13 November last. The increase is 1s. a day.

Belgian dockers' wages have been increased as from 1 December by 2 francs for the day shift and 5 francs for the night shift.

Wage increases for Bordeaux dockers of 2.75 francs a day have been secured as a result of representations by their Federation.

To reduce blackout risks at docks the British Transport and General Workers' Union is suggesting a lane of lights at suitable distances as a means of lessening risks to men returning home from work at night.

High-handed action of the Havana Tramway Company, which refused to obey an order of the Department of Labour to re-establish the seniority list of its personnel, led to a protest from the Tramwaymen's Union. This again led to the dismissal of the Union's treasurer, and the Union is continuing its protest.

Hermann Jochade is reported to have died in Germany at the age of sixty-three. He was a pioneer of the I.T.F. and in charge of the Secretariat from 1904 up to the outbreak of the war of 1914-18. The circumstances in which he died are very obscure.

Further particulars on the matters dealt with in the notices and articles published in this paper are obtainable by transport workers' unions upon application to the Secretariat of the I.T.F.