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ICELAND
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INDO-CHINA
IRELAND
LUXEMBURG
MADAGASCAR
MOROCCO
NEW ZEALAND
NORWAY
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TRINIDAD
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DUTCH EAST INDIES
ECUADOR
EGYPT
MEXICO
UNION of SOUTH AFRICA
UNITED STATES

Other relations in :

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

Finland

A Tragedy of the North

THE slaughter is over.

Fighting alone against an overwhelmingly stronger enemy little Finland has had to give in. But she fought with unparalleled courage for her freedom and independence. In order to force a harsh peace upon Finland Stalin sacrificed 200,000 Red soldiers; in the attempt to frustrate his plans 15,000 Finns laid down their lives, without counting all the young men maimed and mutilated for life in the Finnish deserts of ice and snow.

The "Fatherland of the Workers," which "embraces one-sixth of the earth," has added to its area. "The world revolution is on the move," wrote the journal of the Communist-controlled Danish Firemen's Union. The Soviet Union was treading new pathways, need no longer fear the power of the capitalist states. It could now show itself as it really was. It no longer negotiated with the government of the large landowners and timber barons, it had already recognized another government, that of Kuusinen, and concluded a peace with it. But the advocates of world revolution had reckoned without the Finnish people, which fought with a fearlessness which has amazed the world for such absurd values as the right of self-determination, for the Rights of Man as laid down in the American Declaration of Independence and the constitution of the French Revolution.

The world revolution is on the move ?

No, a thousand times No ! On the move are the hundreds of thousands of inhabitants of the Karelian Isthmus, of the regions around the Lake Ladoga, who prefer the "enslavement" of Finnish democracy to "liberation" by the Soviet dictator.

It is a veritable flight. People are abandoning home and hearth, the soil on which they were born, for an unknown destination, rather than stay in the promised land of Stalin. The world revolution as conceived by Stalin may for the present extend its territory, but in the peoples it only arouses hatred and contempt. Napoleon won his victories because he possessed the best artillery; Stalin owes his to immense resources of cannon-fodder. But in the end the dictator meets his fate.

The Finnish people are in distress. She has fought alone for a cause which is the cause of all civilized nations, of the genuine democrats of all countries. Those democrats include the workers, who would maintain their rights as human beings, the right to form their own judgment, and recognition of the right of others to their own opinions, the right to a decent standard of life and recognition of the right of others to a decent existence irrespective of the part of the earth they live in.

Although Finland has had to fight for our cause unaided, we may not leave her alone to face the task of reconstruction. She emerges from the battle with her pride and spirit unbroken. She must be assisted in preserving that pride and spirit, in order that the country be rebuilt in the shortest possible period and enabled to continue its vitally important work for the establishment of a complete democracy.

The working class knows how to be generous. When Vienna was in distress in 1919, the internationally organized working class sent trainloads of foodstuffs. When famine ravaged Russia in 1921 the organized workers of other countries supplied a region as big as Finland with food, clothing and medical stores.

Now for Finland ! The internationally organized working class, the entire populations of the civilized states have the duty to help. May this appeal meet with the widest possible response.

EDO FIMMEN.

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

After having originally, from 1919 to 1922, met at annual intervals, the I.T.F. held its congress only every other year. Desirable and adequate from the organizational point of view, once the foundations had been laid of the organizational structure of the I.T.F., in times of swift developments this was not sufficient to keep abreast of events of world-wide importance.

The years 1922 to 1924, or in terms of congresses from the Vienna Congress of the I.T.F. to the Hamburg Congress, was such a time. The consequences of the peace had taken a very serious turn at that period. The year 1923 began with the occupation of the Ruhr district by the French. Officially this was done to compel fulfilment of the terms of the Peace Treaties. In reality this deed of violence was an outcome of the community of interests between the German and French industrial barons. This fact, which was to have a profound effect on world politics, was clearly brought out in the report on the international situation delivered by the general secretary of the I.T.F., Edo Fimmen, on the first day of the Hamburg Congress. He had previously already dealt with this subject, in the January 1924 number of the monthly bulletin of the I.T.F., under the heading "United States of Europe or Europe Limited?"

After the Ruhr occupation the big business groups in both Germany and France succeeded in using the power of the State to get the upper hand of the working class. The French workers took up the cudgels, and in the spring of 1924 brought about the fall of the Poincaré Government. The German working class suffered seriously as a result of the Ruhr occupation. The collapse of the German currency in practice meant for the German worker a dwindling of his wage, for the capitalist a growth of the only value dear to him, that of dead capital.

While the I.T.F. congress met in Hamburg, main harbour of the suffering Germany, the so-called experts met in London, the financial centre of the world, to determine once more Germany's capacity to pay for the consequences of the war. In the manner peculiar to official experts they studiously ignored the consequences for the peace. These events, superimposed upon the existence in Germany of a working and lower middle class suffering great poverty and insecurity, provided the soil for the growth of the incipient Nazi movement in Germany.

The Hamburg Congress of the I.T.F. discussed an idea the realization of which is to-day more important than ever for the future of the world, the idea of the United States of Europe. One of the proposals on the agenda stated: "The French National Federation of Seamen's Unions,

in view of the instability of the Peace, which is being daily rendered more precarious by the ambitions, greed and scheming of European capitalism, and by the reactionary intrigues of the governments of European countries; resolves that the possibility should be examined of constituting the 'United States of Europe'; and calls upon all the organizations affiliated to the I.T.F. to exert every effort to spread this idea in the circles where their influence is felt, with a view to its eventual realization."

Speaking on this proposal, submitted at the congress in Hamburg, city of dockers and seamen, and vital centre of world trade of a Germany already trembling in its democratic foundations, a representative of the French seamen said: "It is unnecessary for me to point out to you why the proposal should come from a seamen's organization. More than any other occupation, that of the seamen is international." Another Frenchman, representing the transport workers, succeeded in demonstrating the feasibility of this great idea in one simple sentence when, recalling what had already proved possible under capitalism, he said he was "a citizen of an extensive empire whose inhabitants speak very many different languages indeed." Would not this great idea be all the more feasible with an incentive much greater and stronger, and also much more valuable, than the imperialist, with an incentive which Ben Tillett referred to at the congress as "the conviction of the brotherhood of the workers of all countries?" The same Ben Tillett said, sixteen years ago, "I am getting old, and shall not live to see a United States of Europe, but I welcome the resolution with joy as an expression of real international feeling, and I support it both as an idealist and as a practical trade unionist."

If the war which is in progress demonstrates one necessity it is that of the establishment of the United States of Europe. Have not the necessities of the war itself already led to a closer co-operation between the British and French empires? The inhabitability of Europe after the war will depend upon the measure and tempo in which it is possible to abolish the totalitarian war economy and bring about a closely interwoven peace economy of the many interdependent countries of old Europe. This necessity has been created by the war and its far-reaching consequences. The possibility of a sort of United States of Europe as the expression of the necessity of close economic co-operation lies within reach. Necessity plus possibility makes for practicability. In the past already the I.T.F. pointed to the desirability of economic co-operation in Europe. Now that other decisive factors reinforce that of desirability the voice of the I.T.F. will be heard again.

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QUOTATIONS.

COMMUNISTS DIG THEIR OWN GRAVE IN SWEDEN

In Sweden the reaction against those calling themselves Communists has been sharp and drastic. The organized workers, in particular, have unmistakably shown what awaits those in their ranks who countenance such atrocities as the Russian pact with the Nazis and the aggression committed upon Poland and Finland. The Swedish workers have shown unanimously that they are serious in their declarations against and resistance to oppression and restrictions of freedom. For those who would sophisticate on these matters there is no place in the workers' movement.

It is true to say that many of those who, at annual meetings and in elections, have been removed from office in the trade unions have valuable service to the movement to their credit. There is no reason to deny that some have given evidence of good will and a willingness to co-operate in the internal affairs of the union. Naturally, there have been clashes of opinion when political views differed, but that is liable to happen in any circle. The trade union movement does not need to insist upon unanimity in every detail.

But whatever the merits in various respects of those who have latterly been removed, it was impossible for the Socialist workers to tolerate the violation of the fundamental principles of Socialism which is involved in joining forces with the worst enemies of Socialism and attacking neighbour states without provocation.—From *Signalen*, journal of the Swedish Railwaymen's Union.

FRENCH WORKERS FOR PEACE AND AGAINST AGGRESSION

The following is a translation of an article recently published in the journal of the French Railwaymen's Federation, *La Tribune des Cheminots*.

The French workers have pursued certain objectives with a steadiness which has led to the growth of a tradition. They are the struggle for better wages, for the defence of peace, for the preservation of their liberty.

Wages (or, rather, living conditions)

Wages are for the workers the sole means of livelihood. On their magnitude and regularity depend their life and that of their family. Any attack on wages hits them hard.

Peace

Peace is a primary condition for normal activity, for the material security of the workers and their families. But it is more than that, for it satisfies that feeling of solidarity which, for the French working class, always transcends the frontiers of their country.

Liberty

Liberty is for the French workers, even though they may not always realize it, a vital necessity. The history of the French working-class movement abounds in martyrs.

It was because he was aware of this that Stalin, who never envisaged liberty for Soviet Russia, kept the word "Liberty" in the slogans of his propaganda in France.

Wages, Peace, and Liberty, then, are the three essential ideas in the mind of the French worker.

These three ideas are bound up with one another. Wages are bound up with peace, as they are also with liberty. As for peace without liberty, that is for the French worker tantamount to civil war.

This makes clear the attitude of the worker to the war:

The French worker, though a pacifist, tolerates no encroachment upon his liberty.

The French worker, though jealous of his wage, willingly sacrifices part of it for the defence of his liberty.

The French worker, as a free agent, conceives the object of war to be establishment of a real peace and the improvement of his living conditions.

It is in this sense that the working class has fought and continues to fight against Hitlerist and Stalinist aggression. It hoped for peace until the last.

It realized that its liberty was in danger when it witnessed the destruction of that of other peoples.

It realized that social progress was imperilled by the destroyers of liberty.

It has accepted the sacrifices which the defence of liberty and social progress made necessary.

For the working class peace means a durable peace, and not a mere truce.

Peace, for the working class, is bound up with social progress.

That is the present attitude of the French working class. It is in keeping with its traditions.

SOCIALISM IN OUR TIME—LEST WE FORGET

When we delve into the past and traverse the vicissitudes of man's progress and development recorded in the sanguinary corridors of time, we find that, out of the turmoil and strife which workers in the early days had to endure, was born the movement to emancipate them from the thralldom of slavery and subjugation which bound them so inexorably, yea, even as with links of iron.

Industrial history is pregnant with examples of almost unprecedented human courage on the part of men who, with indomitable spirit, were prepared to face the gravest dangers in their herculean effort to wrest from Capitalism a greater measure of remuneration for their own labour, and that of their fellowmen. It is no exaggeration to say that the heroism displayed by the pioneers of the Labour movement in the many industrial battles fought in so-called times of Peace, was not less commendable than the deeds which make heroes on the field of War. The punishment inflicted upon those who sought to compel Capitalism to recognize that "the labourer is worthy of his hire" scarcely knew any bounds.

Many and varied were the means employed by the Capitalists to discourage the workers from active participation in the industrial movement, which, though then nascent, was one day to grow into a great industrial and political power which would have to be reckoned with in the councils of the mighty.

And so, to-day, in Australia and in Britain, and many other countries of the world, the Labour Party takes its place in the national Parliament, ever seeking to assist, by legislative action, in exalting the masses of the people to a higher economic and social position than they ever before enjoyed.

The Australian Labour Party has done much in this direction, and we cannot but help feeling grateful for the very practical assistance given to the workers by their representatives in the State and Federal Parliaments of Australia.

But, does it not seem plainly clear that we have reached a cul-de-sac, a saturation point beyond which it is impossible to make further progress, whilst Capitalism, the workers' inveterate enemy, prevails? Are we not compelled to the conclusion that neither Governments nor Arbitration Courts are able to provide further relief in the way of higher wages and better conditions for the workers?

If we have no more than an elementary knowledge of our social and economic structure, we have to realise that "those who control the credit of a nation, direct the policies of Governments, and hold in the hollow of their hand, the destiny of the people."

These same people alone, by virtue of the economic power which they undoubtedly possess and wield, play "ducks and drakes" with the people of all nations, they precipitate national and international wars, and, finally, dictate the terms of peace.

Thus, the whole of the pages of industrial history point to the workers' interminable struggle, which has been waged against not only capitalistic supremacy, but against its diabolical rule which has become synonymous with the term Capitalism, which survives only because it owns all industry and produces merely for the sake of profit, regardless altogether of the needs of the community.

Because of this, we are faced with the paradox of widespread poverty amidst a plethora of all the things necessary to man's physical existence and enjoyment of life, and what we have to recognize is the stark, disconcerting fact, that no Government, whatever its designation or policy, under a Capitalistic state of society, can give to the people their fair share of the real wealth which their labours create.

This axiom was postulated many years ago by authoritative economic writers, enjoying world-wide reputations, and the only means of solving present day social problems is by providing a just and equitable return to all wealth producers, and this desideratum cannot be accomplished under orthodox Capitalism. Socialism is the only system yet promulgated, for the rectification of the social ills which confront us, and forty years ago, and even farther back than that, the slogan of the Australian Labour Party was "Socialism in our Time."

Whilst we cannot say that the progress we have made along the road to Socialism has been commensurate with either our expectations or with the exigencies of our economic life, we must not overlook the difficulties which hamper a national Labour Government in implementing such a revolutionary economic change as Socialism, and, for the present, must content ourselves with the knowledge that, in the forefront of Labour's Platform, stands the Socialization of the means of Production, Distribution, and Exchange.—*The Locomotive Journal*, Melbourne, February, 1940.

Poor Poland

By K. MAXAMIN

II

In my first article I described the condition of Poland under German occupation. I now propose to deal with the part of Poland which has fallen under Russian domination. After all that has been written on the subject I must of course be brief. Questions such as the administration of justice and the churches I must pass over entirely, that of education I touch very briefly.

First of all it has to be said that of resistance to the invader from the east, who ruled out any possibility, if it existed, of a rallying of the Polish forces, there was hardly any question. The eastern frontier was in the main manned by territorial troops, i.e. men of the older age groups, *so little had the possibility of an attack from the side of Russia been reckoned with.* According to Russian data, they lost no more than 700 men on their "walk" into Poland.

When Soviet troops crossed the frontier on 17 September the Polish troops stationed there and the population thought that the Red soldiers had come to drive the Teutonic invader from Polish soil. In fact, the Red soldiers, about whose political education we hear so much, said so themselves. *They assured the population that the object of Soviet policy was to destroy National Socialism. They would first occupy a part of the country, then encounter the German troops and continue their triumphant march upon Berlin.* But the Red Army had another task too. The districts bordering upon Russia are chiefly inhabited by Ukrainians and White Russians, who were now to be freed from oppression by the Polish land barons.

Now it must be admitted at once that the Red Army behaved with decency during the occupation. Decently compared with the Germans, which is not saying much, decently also compared with what people were formerly accustomed to from the troops of the Czar. The eastern part of Poland was in the last war the battleground where Russians, Germans and Austrians "met," and the memory of those meetings still lives among the inhabitants of the region, while the country still bears signs of the destruction which was then wrought. No wonder that the population cherishes but one wish, to be spared the horrors of war.

In the meantime accounts of what the Germans had perpetrated had been brought to East Poland by refugees from the area occupied by the Germans. Among Jews especially *the name Hitler has come to have a significance which has nothing to do with the name of a man but evokes the idea of the worst suffering which a human being can undergo.* It is therefore understandable that the Jews, who

in these regions are entirely devoid of political education, and great in numbers, should welcome the occupation by the Bolsheviks, because they averted what to them seems the worst fate that could ever befall a people. The others awaited events resignedly. The peasants—the country is largely agricultural—had as only wish that their church be left alone; the Polish officials, factory owners and landowners that their lives be spared; the workers that they may find employment and be able to provide for themselves and their families; the intellectuals that they be allowed to go on with their work; the middle classes that they be not deprived of the means of livelihood.

The position in general therefore was that in face of the choice between occupation by Russia or Germany the great majority preferred the former alternative, which it was hoped would bring more humanity.

It may therefore be said that Soviet Russia was given a chance of showing that it was made of different stuff than National Socialist Germany, a chance of bringing about a more ordered state of affairs with promptitude, humanity and efficiency. Here was a region cut off from the country on which it had depended economically, to which it supplied its agricultural products in exchange for industrial products, so that it was essential to provide it with a new basis of existence, and at once. *Has the Soviet Union acquitted itself of this task? Not in the least.*

It occupies the country like a foreign conqueror, holds the people in subjection, and for the rest lets matters take their course.

After the occupation had been carried through with much military display between 17 and 21 September (at the end of October a large part of the motorized army was withdrawn, probably to have it available for the Finnish campaign), there came an army of "commissaries," all Russians not knowing the language of the country. It was decreed that the rouble was legal tender and equal in value to the zloty, which was consequently devaluated by about 80%. What the intrinsic value of the rouble may be heaven only knows, but some idea is obtained from the fact that the official quotation of the dollar is 5.30 roubles, and that 80, 100 and more roubles are readily given for a dollar. Observe also the prices of food and essential articles cited below.

The Russian soldiers proved to have a plentiful supply of roubles, and literally emptied the shops regardless of prices, which soared 100, 1,000,

2,000%! The Russians were particularly interested in watches, fountain pens, fabrics and woollen underclothes for themselves and their wives. One soldier bought a coffee grinder and was surprised that it did not emit music! The population soon understood that there must be a great scarcity of things in Russia if the soldiers were prepared to pay exorbitant prices for everything. There can indeed be no doubt that in the West Ukraine and in White Russia, where the standard of living is low compared with the Western European, living conditions are certainly higher than in present-day Russia. That there are also cultural differences I shall also show. *Nevertheless, the Russians bought and paid, be it with practically valueless money; the Germans plundered.*

The commissaries soon played a preponderant part. Factories were nationalized. They belonged to the workers, who, however, had nothing to say. It was the well-paid commissaries who gave orders. But many factories were "shifted" to Russia, in spite of the fact that the region is in greater need of industrial equipment since its separation from the rest of Poland. Many of the commissaries, however, were entirely incompetent to run a factory and ruined them in no time. In addition the supplies of raw materials soon ran out and no new ones were forthcoming from Russia. Workers were thus faced with the alternative of starving or moving to the interior of Russia. Over 100,000 have already chosen the second, 25,000 are already at work in the Don basin.

The population was promised a State of Workers and Peasants. The first thing the commissaries did was to suppress the trade unions and farmers' unions, and to arrest their leaders. These were simple persons who in their leisure hours had managed the unions of their fellows. They have in thousands been sentenced to prison for five to thirty years, even for life, because they are suspected of failing to be potential supporters of the Soviet régime. Deportations are the order of the day. Since 1 January 5,000 persons have been deported from Lemberg to the Ural and farther eastwards. They are all transported in closed goods wagons, many dying on the way from the cold. Intellectuals are particularly suspected. They know too much and have too great powers of observation.

The zloty was abolished overnight. All who had any savings, especially intellectuals and middle classes, saw them vanish into thin air.

Compulsion was the keynote of the new order. Soviet bureaucracy had made its entry. All who desired to work, to live that is, had to sign a statement of loyalty to the Soviet. In addition he had to answer a questionnaire containing no fewer than fifty questions about every detail of his past and present.

Simultaneously the Soviet propaganda machine began to function. It worked like all Soviet propaganda machines. The propagandists all at

the same time dealt with the same subject, but in such clumsy fashion that no impression was made upon the listeners. Imagine such a propagandist, armed with a pair of handcuffs, declaring "We have come to free you from the landlords and factory owners," and then hurling the handcuffs to the floor. Such vulgarity makes no appeal to workers who have been members of the free Polish trade unions. If questions were asked the lecturers were soon at a loss. One of such questions was "Will there be war between Russia and Finland?" *The indignant answer was that the Red Army was out for peace, and that there was no question of an attempt to take Finland forcibly.* And even when at the end of October large contingents were withdrawn, there was no Red soldier who believed it would come to war with Finland. Amusing is the following "debate" which took place at Lemberg: "Is there a God in Russia?" Answer: "With us there can be no God, for we number so many nations, all of which would want their own God, that we should have too many of them. Therefore we have founded a religion of our own, and have one single God, and that is Stalin, our sun, our heart." When the workers mockingly asked: "But you always say, go to the devil. Have you a devil?" there was no answer, but the mocking workers were arrested.

Owing to the emptying of the shops and the requisitioning of agricultural products and cattle for dispatch to Russia, there soon occurred a grave shortage of goods. East Poland then entered a period of N.E.P., and private trading was allowed. But State shops had already been opened which were at an advantage in being exempted from the turnover tax. The shortage of goods caused queues to appear outside the State shops, which were only opened when the queues were long enough, presumably to show how good trade was, and further it resulted in illicit trading, by which a not inconsiderable part of the population makes a living.

The following is a comparison of official prices and those ruling in illicit trading:

	Official Prices Roubles	Illicit Trade Roubles
1 kilogramme bread	0.90	5.00
1 litre milk	1.00	4.00
1 kilogramme sugar	1.20	20-40
1 kilogramme cured pork	15.00	70-90
1 kilogramme butter	16.00	70
1 kilogramme meat	8.00	30-50
1 kilogramme malt coffee	1.50	5
10 grammes tea	4.00	8
1 pair of soles	8.00	30
1 pair of boots	80.00	150
1 suit of clothing	500.00	800-1000

Formerly a pair of boots cost 10 to 15 zloty in Poland.

The workers, and everyone else, therefore, have little reason to be satisfied. And the agricultural population even less.

(Continued on page 31, col. 2.)

Report of Dutch Committee on Safety at Sea in Wartime

The question of increasing safety at sea in wartime was considered recently in Holland by a committee representative of Government, employers and workers. The committee in its report recommends the competent Minister (1) to set up a permanent committee consisting of representatives of the authorities, the shipowners and the seafarers, and capable of advising the Government and other authorities promptly on questions affecting safety at sea; (2) to seek powers to be able to prohibit sailings.

Measures Proposed

Among the measures proposed is the provision on cargo vessels where the shaft tunnel has a length of 25 metres or more between the rear partition and the tunnel door of an emergency exist shaft from the tunnel of the kind already required in the case of passenger vessels.

Storage of Oil Fuel

In some cases where ships have struck mines the accident has been aggravated by the ignition of oil used as fuel. It has been found that the impact between mine and ship tends to occur amidships, and therefore it is recommended that oil fuel be stored away from that part of the ship.

Watertight Partitions

An open shelter deck ship sinks much more quickly than an ordinary cargo vessel. As soon as the main deck is under water the water enters the other holds from the one which is leaking. The sinking of a ship can be considerably retarded by closing with steel plates the tonnage apertures in already existing partitions of shelter holds.

It is, in general, important that watertight doors should be kept closed while travelling in the danger zone. In cases where someone has to pass through a watertight door, e.g. the shaft tunnel door, another person should be put on guard at the door, in order that in the event of a mishap necessitating the closing of the door the person inside may be warned forthwith.

On passenger ships the fire emergency doors must be kept closed while traversing the danger zone, unless in the judgment of the captain circumstances require otherwise.

Closing of Portholes

The committee recommends that the section of the ship's side in which portholes may not be opened should be restricted in the danger zone, and that in particular the restrictions should be extended to cargo vessels.

The committee favours the closing of all portholes in the danger zone.

Increase of the Freeboard

A substantial increase of the freeboard of a passenger ship of which the partitioning is not yet in conformity with the conventional provisions on the subject increases the chances of saving the ship in the case of a mine accident. In the case of cargo ships, especially smaller ones, the effect of such a measure is much less. But in view of the urgency of transporting the maximum possible cargo, the committee has refrained from any recommendation to this effect.

Uniform Distinctive Marks

It is desirable that in the existing circumstances Dutch ships should as much as possible carry uniform distinctive marks in order that they may be molested as little as possible.

The Utility of Paravanes

The safety provided by paravanes against anchored mines depends upon the depth of the mine below the water surface, the draught of the ship, depth of the point of attachment of the cables to the apparatus towed, and actual and potential speed of ship.

At low tide the mine lies nearest the water surface, which is the most suitable for the action of the paravanes. At high tide the position is the reverse. Small ships with a shallow draught and cargo ships in ballast with a draught of about four and a half metres can travel in comparative safety even at high tide, in that they pass over the mines. In such cases the towing of

paravanes is even unadvisable. Paravanes are advantageous if the draught of the ship exceeds six metres, provided the towing point is six metres or more below the water line. In such conditions they greatly increase the safety of the ship.

Paravanes can only be effectually used if the speed of the ship while towing them is not less than about nine nautical miles per hour, while to prevent the paravanes from touching bottom the water should have a minimum depth, as a rule, of eighteen metres.

In general it may be said that the towing of paravanes is advantageous to ships of not less than 4,000 tons gross and with sufficient speed and power.

No abatement of insurance charges is allowed to ships equipped with paravanes, in spite of the fact that the danger from mines is considerably less. The committee felt, however, that such abatements would be justified, and even in the interests of safety since they would encourage the acquiring of the safety device.

The committee considered whether equipment with paravanes should be made obligatory for ships with a gross tonnage of not less than 4,000. In view of the technical difficulties of fitting the device to some types of ships, and the difficulty of supplying it at short notice, it was decided that such a course was not practicable.

The Use of Lifeboats

Consideration was also given to the preparations to be made for lowering lifeboats when entering the danger zone. Many consider that the boats should be suspended from the davits ready to be lowered in case of necessity. Others consider that the boats should be kept inboard, as the danger of the boats being damaged by an exploding mine is then greater and outweighs the advantage of faster lowering.

Part of the committee therefore at first favoured a spreading of the risks, in the way done on many British ships, by keeping half the lifeboats inboard and suspending the other half outboard. Whether this is practicable depends upon the number of boats. Then there are other factors which might prevent the suspension of the boats, such as weather conditions and the height of the boats above the water surface. The conclusion of the committee was that the matter should be left to the discretion of the captain.

It is recommended, however, that the regulations should require the presence of adequate means for the outboard suspension of the boats.

Other Recommendations

It is considered, further, that the regulations should require the captain to have the lifeboats in readiness for immediate use. For instance, all coverings should be removed from the boats and moving parts of davits.

The committee recommends that captains should be required not to allow the use of the lifeboats for any purpose without the whole of its equipment being carried with it.

Attention was given to the equipment of the lifeboats, in view of the possibility of survivors having to spend days in open boats before the arrival of assistance.

The committee reached the conclusion that the equipment of the lifeboats needed to be supplemented in the danger zone.

Drill before Departure

The committee deemed it of great importance that lifeboat exercises with the whole of the passengers and the crew should be held prior to starting on a voyage through the danger zone. In the event of an accident there is then much less danger of a panic among the passengers, because everyone knows what he has to do.

It would be advisable to take advantage of this drill for donning the life-jackets, and to watch that these are correctly worn, for instance that the bands are knotted and not tied in bows, as is often done.

A lifeboat with a built-in motor can render very useful services. It can be used, for instance, for towing other lifeboats, which should be equipped for attaching towing cables.

Life-jackets

The committee considers that passengers should constantly have their life-jackets at hand while in a danger zone, also during meals. The same applies to the crew, who, like the passengers, cannot be expected to wear the jackets all the time, as this would hamper them too much in their work.

Reserve Life-saving Material

Yet it may happen that in an emergency a number of persons would not be able to reach their life-jackets. For this reason a sufficient reserve of life-jackets should be provided. The committee suggests an extra supply of jackets for 50% of the persons aboard in the case of cargo vessels and 25% in the case of passenger vessels. Life-jackets should be stored in suitable places distributed over the ship.

Rafts

The committee recommends that on passenger ships entering the danger zone there be provided, in addition to what is required by the shipping regulations, supplementary life-saving appliances (rafts, etc.) for at least 25% of the persons aboard.

In addition it is considered advisable that passenger ships in the danger zone be equipped with heavy rafts for not less than 10% of the persons aboard.

For cargo ships in the danger zone the committee recommends provision of a number of big rafts, according to the following scale: with not more than ten persons aboard rafts for 100% of such persons; for the next twenty persons aboard rafts for 60% of the persons; for the next twenty rafts for 40%; for additional persons aboard rafts for 25%.

Kapok Mattresses

The committee draws attention to the utility of kapok mattresses as a means of keeping afloat. If reinforced at the sides and provided with grips they constitute a useful life-saving apparatus, on which a person may remain afloat for several hours. As they are light they can also be thrown overboard easily. It is therefore desirable that while in the danger zone such mattresses should be available in different parts of the ship.

Emergency Lighting

It is considered important that cargo ships and passenger ships of less than 1,000 tons gross should be equipped with an emergency lighting installation on the boat deck, operated by an independent power supply, similar to that already prescribed for passenger ships of 1,000 tons gross or over.

Radiotelegraphy

Safety would be much increased if all ships were provided with a radiotelegraphy installation. Such an installation is not yet prescribed for cargo ships under 1,600 tons gross. It has been found, however, that if small ships measuring less than 500 tons are disregarded, that most of the ships carry a radio installation. The committee therefore originally thought that a requirement to carry a radio installation also aboard cargo ships of not less than 500 tons gross would not encounter much resistance. Closer investigation, however, revealed that there would not be enough radiotelegraphists. The committee therefore suggests the provision of radiotelephony as an alternative to radiotelegraphy.

Wireless Direction Finder

With the suppression of many coastal light signals and the provision by the government instead of radio signalling stations the wireless direction finder has become a safety device of capital importance. A number of ships, however, are not provided with the device, which as a matter of fact is at present only prescribed for passenger ships of 5,000 tons gross or over. The question therefore arises whether it should not be made compulsory for the wireless direction finder to be carried by all ships of 500 tons gross or over. The committee believes, however, that the few shipowners which have not yet fitted their ships with the device would immediately do so upon receiving an official request to that effect.

Look-out Man

Although the present formulation of the shipping regulations does not release the captain from the obligation to have a look-out man while in the danger zone, the committee considers that a definite provision ought to be included in the shipping regulations.

Engine-room Personnel

In the event of an explosion the propulsive machinery must be immediately stopped, also if no order is given from the bridge. It is therefore suggested that the engineer on duty should be required not to leave the control handles while in the danger zone, and to stop the propulsive machinery at once in the event of an explosion.

Compulsion for Ships to sail in Company

The committee recommends the Government to seek powers to be able to make it compulsory for two or more ships to sail in company in the danger zone.

In the case of ships not provided with paravanes safety can be increased by the ships being preceded by tugboats towing paravanes. The committee believes this to be an effective way of increasing safety if the financial difficulties can be overcome.

Estimated Costs of the Measures Proposed

The costs of the measures recommended for increasing the safety of ships naturally vary according to the size, type and age of the ship, but it is estimated that they would average 6,000 guilders per ship. For the entire Dutch mercantile marine this would mean an expenditure of 2,600,000 guilders.

A number of shipping firms have already taken steps to carry out the committee's recommendations.

The above account shows what is being done in Dutch shipping circles with a view to coping with the increased risks run by merchant ships in wartime. We should be glad to receive similar information with regard to the position in other countries for publication in this Journal.

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They were originally able to sell their wares at high zloty prices, but the zloty was abruptly abolished. Now their stocks have so diminished that they have no grain for sowing nor any other seed, while it is very doubtful whether they will get any from Russia. Their cattle holdings have been decimated. For their poultry they have no feeding stuff. Many churches and convents have been confiscated for military and administrative purposes.

The schools have been reopened. In Lemberg there are elementary schools with Ukrainian, Polish, Jewish, German and Russian as official languages. Teachers earn 220 roubles a month. When one considers the level of prices—and the teacher must also resort to the illicit traders—it is clear that he must face his class hungry. Also in class rooms the "commissary" makes his appearance to deliver political lectures, after the vulgar, superficial and misleading fashion of the Soviet propagandist. It would revolt me to give instances of the crude, nauseating arguments presented to the children.

A few words about the railways. There is a serious shortage of locomotives and wagons. Wages are very low, often no higher in roubles than formerly in zloty. What can one think of a Communism which allows a Polish woman official 6 roubles a day, while her Russian colleague, working in Poland, gets 30 roubles for exactly the same work?

Throughout the Russian-occupied region there prevails deep indignation and bitter dissatisfaction. The population had, if not many, at least certain rights, of which they have now been deprived. There was some degree of prosperity, which has vanished. Now there prevail compulsion and arbitrariness, stark poverty. Many of the

(Continued on next page.)

MISCELLANEOUS

Restoration of wage cuts amounting to 124,960 pesos has been arranged by the Buenos Aires Railway. This represents salary and wage cuts made during 1938-39.

Collective bargaining for railway labour in the U.S.A. continues to grow. In 1938-39 no less than 4,061 agreements were signed by national unions, compared with 3,021 in 1935. In the same period the number of agreements signed by company unions fell from 718 to 451.

Norwegian railwaymen are to receive a supplementary cost of living allowance amounting to 160 crowns for single and 240 crowns per annum for married employees earning between 2,087 and 9,600 crowns a year. We consider it a sound principle to grant these allowances not on a percentage basis, but as a flat rate.

New awards provide for increased wages for Australian locomotivemen. Basic wages for locomotivemen of West Australia range from £4 2s. 2d. to £4 16s. 4d. a week according to residential district. To the basic rate are added margins ranging from 6s. to 49s. a week according to grade and seniority. Working hours are eighty-eight per fortnight.

New Zealand taxi drivers now come under the Working Hours Act for road transport. The maximum hours for continuous driving are five and half. At least ten consecutive hours of rest in every twenty-four must be allowed, and an uninterrupted weekly rest period of twenty-four hours in seven days.

333 *veterans of the great dock strike of 1889* (London) have been presented by the British Transport and General Workers' Union with a special Jubilee medal and a gift of £3.

Jugoslav river workers have obtained annual holidays with pay, viz. six working days after three years' service, ten working days after six years' service, and twelve days after ten years' service.

Swedish seamen have concluded a new collective agreement which gives them an average increase in wages of 8%, and a sliding scale. An able seaman's wage is now 185 crowns as compared with 170 hitherto.

The Norwegian Seamen's Union has protested strongly against the transfer of American ships to the Norwegian flag, which would throw American seamen out of work. It considers, moreover, that the Norwegian merchant fleet is big enough.

Norwegian seamen have obtained a wage increase and a sliding scale based on the cost of living. As from 1 February, 1940, an able seaman's wage is 189.31 crowns a month. On tank vessels of over three thousand tons gross all wages are increased

by 5%. The allowance for continuous trade (i.e. not less than two months) in American waters amounts to 70 crowns a month for able seamen.

French seamen are to get war-risk bonuses amounting to 7 francs a day for the first zone and 10 francs for the second zone. For reasons of national defence the limits of the zones are not disclosed.

The Argentine Act setting up a national pension fund for seamen, which was adopted on 9 October, 1939, is to come into force soon.

TRANSPORT AND TRANSPORT WORKERS UNDER FASCISM

The train and locomotive staff of the German state railways often have to work up to thirty-six hours at a stretch. This sounds incredible, but it is a fact. All regulations governing hours of duty and rest have been suspended. Men are often up to fourteen days away from their home station and assigned to military trains, which have to be taken over routes never travelled before.

Shunting and permanent way staff are perhaps the worst off of all. The frequency of accidents at shunting yards is very high, which will be understood by those who know what it means to work under black-out conditions. Shunting work, carried on at high pressure, with frozen switches and sound deadened by snow, is a sheer gamble with death. Suicide candidates and suicide gangs the shunters call themselves.

In the railway workshops workers are kept until a job is finished. As insufficient wagons can be supplied, the old ones have to be reconditioned. But owing to the shortage of materials and spare parts only the most urgent repairs can be made. Welding is now the order of the day. Buffer cases, gear cases, motor cases, belting cases, cogwheels, axles, couplings, armatures of all kinds, everything is repaired by welding. The workers are driven without mercy, and if a job is urgent, the workers are kept at it until it is finished, even if it takes fourteen to sixteen hours.

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Ukrainians, who want to be independent, consequently are in touch with emigrated nationalists, who have their headquarters in Nazi-occupied Poland, where they are training their "liberty corps," and from which they are smuggling their literature into East Poland.

I do not know where it is all leading to. But I do know that large sections of the population desire a return to the former conditions, provided that account is taken of their social and cultural wishes.

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. In addition to this paper the I.T.F. issues two fortnightly publications; Press Report and Fascism. They will be sent free of charge to every transport workers' organization on application.