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AUSTRALIA
CHILE
CUBA
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

TO THE TRANSPORT WORKERS OF THE WORLD

IN this dramatic hour, when the Nazi monster is attacking the most peaceful people to be found anywhere, those of Scandinavia, the Management Committee of the International Transport Workers' Federation speaks to the transport workers of the world as a body and to each of them individually. It speaks more particularly to the railwaymen and dockers, the seamen, the inland waterway workers, and road transport workers, but its message is not for them alone ; it speaks to all workers.

The Management Committee of the I.T.F. issues this appeal feeling that if it were silent at this moment it would be failing in its duty.

National Socialism has lighted the fire of war, and is fanning the flames so that they may spread all over Europe. This crime alone is enough to justify the destruction of the criminal ; but National Socialism has committed crimes unspeakable and without number in Germany, Austria, Czechoslovakia, and Poland. The Nazi Party and State can only be adequately described as a gigantic organization of gangsters, a formidable association of criminals ; and all organized workers, all those who realize what disasters Humanity would be exposed to if this dreadful and barbarous régime should continue to exist, are earnestly hoping for its final destruction.

Ever since the birth of Nazism the I.T.F. has been preaching a holy war against it—long before the Western Powers decided to resist instead of appeasing it. The struggle in which the I.T.F. has never yet flinched or yielded is now nearing its crisis.

We are enemies of imperialism, and all that is in us rises against the most odious of all imperialisms, against totalitarian imperialism. That is why we give the watch-word :

HITLER'S WAR MACHINE MUST BE BROKEN !

It is with anguish in our hearts that we think of you, our Danish brothers, condemned by the Nazi oppressor to forced labour on behalf of his war machine, like your brethren in Czechoslovakia.

We realize that armed resistance to the invader would have been a superhuman task, but you can and must offer passive resistance.

We make a special appeal to the Danish seamen who are at present outside their country. *Do not become Hitler's prisoners ; do not obey the orders of the usurpers of power in your country.* Take your ships to an allied port or control station, and not to a Danish, German, Italian, or Spanish port. By acting in this manner you will be fighting to free your country and your families from Hitler's yoke.

The I.T.F. and its affiliated organizations will lend you their help ;

and will see that you are received and treated as friends.

To set Denmark free

HITLER'S WAR MACHINE MUST BE BROKEN!

Our greetings to you, comrades of Norway, so sorely tried by Nazi aggression. We still have faith in you and in your future. You will stand firm, and the intruder will be swept from your soil. The Norwegian people will make a valuable contribution to the early ending of the war by cutting off German supplies of iron ore from Lapland.

The Norwegian seamen can count upon the I.T.F. Temporary headquarters of their Union have already been set up in England. Both the British National Union of Seamen and the I.T.F. will give them every assistance.

We also speak to you, transport workers in the neutral countries!

The irrefutable logic behind the prosecution of this war is clear to all eyes. Hitler is continuing his policy of crushing and subjugating the small neutral countries of Europe one by one. Unable to give battle to those who have taken up his gauntlet, he must either capitulate or gain "victories" over the small and weak. Every one of Germany's neighbours must now be asking: When will our turn come? No concession, no compliance, no subtlety of treatment is the slightest protection against violation or aggression.

And so, what must you do, transport workers of the neutral countries? If you do not also want to fall into slavery, if you do not wish your children to be brought up for the gallows, by being taught the perverted doctrines preached by this gang of criminals, then you must be men, and play your part in the struggle, in the name of all that you hold dear, in the name of the brotherhood of man, of freedom, of international socialism. Encourage the will to resist of your own people. Fight and unmask the Nazis in your own countries; otherwise Hitler may also find amongst you a Seyss-Inquart or a Quisling, as he did in Austria and Norway. Stop the transport of everything that is intended to supply the Nazi war machine, which to-morrow may be used against you.

For your own safety, and the safety of your families and your country,

HITLER'S WAR MACHINE MUST BE BROKEN!

And you, our poor comrades in the oppressed countries—in Germany, Austria, Czechoslovakia, and Poland—you too have a task, a difficult but a glorious one.

The moment has come for complete sabotage of the Nazi régime. You transport workers can, if you act intelligently, completely disorganize the

transport system, and throw it into confusion and thus injure Hitler's war machine in one of its most vulnerable parts.

This may mean risking your life; but your comrades in the allied countries are every day risking and giving their lives to free the world from the menace of Hitlerism, and yourselves from slavery. Do not fall short of them in courage and devotion to duty.

BREAK HITLER'S WAR MACHINE!

The I.T.F. would not issue this appeal if it were not convinced that out of the destruction of the Nazi régime a new-born Europe will arise, a Europe organized for peace and prosperity, that will establish political and economic democracy and further social progress. *We will stand security for that!*

It is still possible to break Hitler's war machine before all Europe lies in ruins; it is possible if, when necessity arises, you are ready to stake your lives for freedom, and for the happiness of your wives and children.

The I.T.F. counts on you: see that you do your duty!

HITLER'S WAR MACHINE MUST BE BROKEN!

We appeal also to our comrades in the far-off countries beyond the seas, and in particular to our affiliated organizations in Argentina, in North and Central America, in Africa, Australia, and New Zealand, in India and China.

We do not ask you, comrades, that you should try to bring your countries into the war—in so far as they are *not already involved*—but we do ask you not to shut your eyes to the danger that also threatens you. For National Socialism is an export commodity, and should it triumph in Europe it will terrorize the whole world; it will help its spiritual brethren in your countries with the very great resources it will then have at its disposal, and by exploiting the peoples it will have brought under its heel it will destroy your prosperity.

Therefore we ask of you watchfulness, and all the moral support you can give us in our task of destroying an enemy who is also your enemy.

Transport workers the world over, your International Federation sounds the call to action!

London, 10th April, 1940.

The Management Committee of the International Transport Workers' Federation:

JOHN MARCHBANK, *Chairman.*

ERNEST BEVIN.

W. R. SPENCE.

EDO FIMMEN, *General Secretary.*

Safety of Maintenance of Way Men on the French Railways

I. STATE RAILWAYS

The chief and indeed only factor in the safety of maintenance of way men on the State Railway lines is the look-out man.

On the Line

No gang of workers, or even an isolated worker, may work on the line without the protection of a look-out man. When poor visibility makes it necessary, there must be two look-out men to warn gangs of the approach of a train, by means of horn signals.

The look-out man wears a white overall, and his mere presence acts as a stimulus to the engine driver to redouble his vigilance. The look-out man knows exactly the times regular and special trains should pass the section. He receives daily a list of extra trains put on and any changes in the regular time-table. He is supplied with a flag and fog signals which he uses to stop a train when for any special reason the gangmen are not getting off the line, or cannot do it quickly enough.

He must signal all trains that approach the section, whatever line they take. Gangs must leave the line on the approach of each train, even though it may not be on the track under repair.

At Stations

When a gang is working on the main line at a station, it must have the protection of a look-out man, who must trust only to his own eyes and his knowledge of the exact times at which trains are due to pass the section. Fixed signals must not play any part in his performance of his duty. If the work is of very great importance, and cannot be interrupted at any moment, the maintenance of way department must take special measures, in agreement with the station master, so that trains may only be allowed to pass in agreement with the man in charge of the work.

When a gang is working on a service line, it must be put out of service, for which purpose the points giving access to the line on which the men are working must be closed and padlocked in such a manner that no vehicle can be sent on to the line, even by mistake or through carelessness.

When working at stations all workers in the gang must wear white overalls, and the look-out man a white suit.

In Fog

In case of dense fog work is suspended on all lines taken by trains; the gangmen being then employed on repairing service lines (which are put out of service), or on subsidiary work of any kind in which they are not endangered by the passage of trains.

Incidental part played by Mechanical Fixed Signals

Fixed signals, whether mechanical or luminous,

are never supposed to contribute to the safety of maintenance of way men; but it is nevertheless true that when gangs are working at places where these signals are easily visible, they increase the possibilities of keeping train movements under observation, particularly in the case of the look-out man. The same applies when gangs are working in the neighbourhood of audible signals which announce the approach of trains—at unguarded level crossings, for instance.

The mechanical fixed signals in use on the State Railway lines are not very high. The arm signal with a very high post, for instance, which stands out against the sky, and is visible in a straight line at a very great distance, is not in use. The mechanical signals are seldom more than 3 or 4 metres (10 to 13 feet) high, their significant parts being at the height of the driver's eyes. Generally speaking they are not clearly visible at a greater distance than is necessary for the engine driver to be able to drive his train in complete safety.

Fixed mechanical signals, therefore, cannot play any important part in the work of the look-out man whose duty it is to protect the men working on the line. In so far as their proximity and visibility permit they may incidentally warn the gangs and their look-out men of the approach of trains, but generally speaking this incidental role is regarded as negligible.

To see and hear the train itself, these are regarded as the essentials; and according to the letter and spirit of the regulations they are the only factors that are expected to guide the gangs and their look-out men in their conduct.

Incidental part played by Luminous Fixed Signals

The uniform luminous signals which are replacing mechanical signals of many different types, are spread out at distances of 700 to 1,600 metres (half a mile to a mile); the steeper the gradient the longer the distance.

On lines with great traffic density the signals are permanently lighted, the normal position being "all clear" (green). On lines on which there are more or less long intervals between trains, the signal lights are normally out, and are only lighted when trains enter the preceding section (approach lighting).

Signals that are permanently lighted are no help to the gangs or look-out men in knowing when trains are approaching, but where "approach lighting" is used, signals *which face the look-out man* can be useful in warning him that a train is coming on one of the two lines. When he can only see the backs of the signals, he is obliged to rely on seeing the trains approaching with his own eyes.

In the case of trains running on lines the signals of which he faces, the look-out man is warned of

the approach of a train several minutes before he can see the train itself, and if he signals the gang to leave the line as soon as he sees the light signal, the men stop their work too soon. To avoid cutting the output of work down unnecessarily he must therefore wait until he sees the train.

The incidental part which the luminous signals play, in warning gangs and their look-out men of the approach of trains, does not seem to be an important one, as although light signals have been in use for many years, neither the departments nor the workers concerned seem to have felt any desire that the lights should be visible at the back of the signals.

Conclusions

The transition from mechanical to light signalling has been brought about without any undesirable consequences for the safety of the maintenance of way men, for the following reasons:

1. The fact that the mechanical signals, owing to their small dimensions, played quite an insignificant part in warning gangs and their look-out men;
2. The fact that the responsibility of the look-out man has always been based entirely on his own ability to observe the approach of the trains, and that in principle the fixed signals are not supposed to play any part in his performance of his duty.

II. EASTERN RAILWAY

On the Eastern (Est) Railway the safety regulations are substantially similar to those on the State lines; the only difference worth mentioning is that the white overall is not used.

The fixed mechanical signals are generally larger. The Eastern Railway uses an arm signal with a very tall post.

The fixed light signals are similar to those in use on the State lines, and operate in the same manner.

The transition, on a number of lines, from mechanical to light signalling has been brought about without any undesirable consequences for the safety of the maintenance of way men. At the beginning they complained that the light signals afforded poorer facilities than the mechanical signals for observing the movement of trains, but they soon formed the habit of trusting entirely to the watchfulness of the look-out men.

During the four years that this type of signalling has been in use there has been no single case of either gangs of maintenance of way men or individual workers suffering an accident or being surprised by a train.

III. OTHER LINES

The position on other lines does not appear to be any different from that on the two which have been specifically dealt with in this report. On none of them, at any rate, have complaints been heard with reference to the safety of the maintenance of way men.

It would be interesting to know

what to think of the policy of the Soviet Union and its Communist agencies of all kinds in the light of the following statements*, made by Mr. G. Dimitroff, general secretary of the Communist International.

*Translated from official German publications of the Communist International.

Medieval barbarism and political gangsterism.

"... Fascism of the German type is the most reactionary form of Fascism. It has the effrontery to call itself National Socialism, although it has nothing in common with Socialism. Hitler Fascism is not merely bourgeois Nationalism. It is bestial chauvinism. It is a government system of political gangsterism, a system of provocation and torture of the working-class and the revolutionary elements of the peasantry, lower middle class and intellectuals. It is medieval barbarism and bestiality, unbridled aggressiveness towards other peoples and countries."

Report of the Congress of the Communist International, held in 1935.

The worst enemies of the workers.

"... Fascism is the most brutal offensive of capital against the working masses. Fascism is unbridled chauvinism and predatory war. Fascism is ferocious reaction and counter-revolution. Fascism is the worst enemy of the working class and all who work."

Report of the 1935 Congress of the C.I.

To save Peace and Democracy...

"... What tasks confront the working class of France? ... Eighth ... not allow the reactionary forces in France to wreck the Franco-Soviet Pact, which defends the cause of peace against the aggression of German Fascism."

Report of the 1935 Congress of the C.I.

"... The Fascist beast must be tamed. It must be shown the powerful fist of the organised People's Front. It must be given a steel muzzle to prevent it from biting. It must be beaten and finally destroyed in order to rescue the democratic achievements of the peoples and to preserve Peace."

Article "Dimitroff's Worte" in "Rundschau," 1937, page 661.

... civilized States of the world, unite!

"... It is still possible to curb the Fascist warmongers. What must be done to this end? First the Fascist aggressors must be internationally isolated. They must be barred from the air and the waters. It is time finally to recognise that the Fascist aggressor uses every yielding, every concession for a new outrage. ..."

"... Second, all states interested in the preservation of Peace must pursue a consistent peace policy; all states calling themselves civilized must carry out the international obligations they have undertaken."

Dimitroff in "Rundschau," 1938, pages 822-3.

It would be interesting to know whether the speeches of the general secretary of the Communist International have any more value than those of Hitler.

LOOKING AHEAD

The following motion has been put forward in the Swiss Parliament by 32 members of the Socialist group:

"The Federal Council (Government) is requested to appoint a committee representative of the employing, employed and intellectual classes to study the problems connected with a transition from a war to a peace economy, and to seek the form of the new peace economy.

The committee would have to devote particular study to the question of unemployment consequent upon the demobilization of the forces and to the character of the new commercial and monetary policy."

Hitler's Coolies

"There are, broadly speaking, on the one hand born underlings incapable of shaping their lives independently, who, so to speak, cannot dispense with the whip at suitable moments. . . .

"And on the other hand there are stocks which have been formed for centuries in conditions of social independence.

"Often, in view of the differences in races, there is no alternative but for the superior race to impose compulsory services upon the other.

"Though slavery may appear to be the typical form of domination, it must not be overlooked that a similar result is achievable by other less visible means, often a strong economic and social pressure is sufficient."

(Karl Valentin Müller, *Der Aufstieg des Arbeiters durch Rasse und Meisterschaft*, Munich, 1935.)

The above are some of the principles of National Socialism as taught in the training schools of future leaders of the Nazi Party.

The Nazis began with the realization of their principles in Germany more than seven years ago. They proclaimed themselves as master race and the masses as born underlings, who were to be forced "with the whip to perform compulsory service."

No worker in Germany has any longer a right to work at a living wage and conditions fit for a human being. No one has the right to choose his job freely, or to arrange his life as he likes. And no one any longer has a right to a peaceful old age.

Nazi officials decide whether an old workman must go on working, whether a man must stay at his job, whether he may continue to live in the same place as his family. If they think fit they send him hundreds of miles away, at only a few hours' notice. They do not discriminate between young and old, wrench husband from wife, mother from her children. At the new place of work assigned to a man the work must be done which the Nazis demand.

A Brownshirt armed with revolver and whip is no longer the feature of the labour camps and factories which he was in the early years of the Nazi régime. The victims of the Gestapo are to-day dealt with more discreetly in dungeons and concentration camps. After years of intimidation the mere threat of concentration camp and economic penalization to-day suffices in the majority of cases.

The Nazis are proud of these results. The leader of the Labour Front, Ley, boasts of deported workers being compelled to labour, 18, 24 and even 36 hours at a stretch. He even jeers at the workers: it is because you have no trade unions that we can to-day do with you what we like!

The fortunate ones allowed to stay where they are must work the number of hours desired by the employer. Labour protective regulations are often merely a dead letter. Hitler regards the employing class as a superior race, and has given them the right to treat all workers as industrial slaves, both those on compulsory work and those allowed a certain measure of freedom in the choice of

occupation. "The head of the undertaking decides *vis-à-vis* the personnel in all matters affecting the undertaking" says one of the rules laid down by the Nazis in their Labour Code. To prevent a drift to undertakings where conditions were tolerable the workers were shackled to their jobs, and no worker, whether compulsory or free, may leave his employer without the assent of the Nazi authorities. Those who break this rule rank as enemies of the State, and are liable to be sent to a concentration camp.

The Nazis know their victims hate them. A network of secret police agents has therefore been spread over the country. In every block of houses, in every factory, in every office, these agents lurk. They listen whether anything is said against the tyrants, or whether people meet to discuss the question of their liberation. They report what they hear and see to their superiors of the Gestapo. Children are trained to spy upon their parents. Agents force an entrance and pry about people's dwellings. Fear of savage punishments is to disperse workers who would combine to fight in their defence. If this network of agents really did cover the country one might well despair of the future of Germany. But courageous opposition and bitter disappointment have already torn many a hole in it. But this is only a beginning. Terror is effective until the desire of freedom and the pressure of distress are stronger than fear of torture.

For years the world passively watched the doings of the Nazis. Even after the workers of Austria and Sudetenland had been subjugated to the swastika many workers in other countries failed to recognize the danger which threatened the working classes of the world from the heart of Europe. "National Socialism is no article of export" German ambassadors still reassuringly reiterate to-day whenever, in New York and Buenos Aires, in San Francisco and Sao Paulo, in Valparaiso or Africa, Nazi agents are caught at their disruptive work.

Since the occupation of Poland the Nazis have placed the workers of that country as coolie labour at the disposal of the agricultural and industrial barons. In Poland workers are herded together as

at one time was done with negro slaves, examined as to their muscular strength and health in general, and then transported to Germany. In recent years at the most 90,000 Polish land workers have been employed in Germany, to-day a million is supplied by the Nazis to the big landowners and farmers. The Nazis have classed the Poles as an inferior race. Polish land workers are to live at an even lower level than the German. Accordingly they are, on principle, paid lower wages than German land workers, though they perform the same work. To show the world that the treatment meted out to the Poles is no mere caprice of some subordinates, but rather the realization of a Nazi principle, that all who fall into the clutches of the Nazis may expect to be treated as inferior beings, it is laid down officially that "agricultural labourers who are not German citizens" shall receive lower wages. Czechs and Jews, whom the Nazis have deprived of their German citizenship, are treated like coolies.

Such Polish workers as have been allowed to stay at home are no better off. Hitler's Governor has recently begun to regulate wages in a number of occupations, in the first place the public services. He has laid it down that no Polish wage or salary earner employed in the public services may receive the same remuneration as a German engaged on the same work, many get only one half the standard pay for Germans. Indians, Chinese, Negroes demand equal pay for equal work. This right is denied by the Nazis, who make the foreign workers falling under their domination work harder for less pay.

The Nazis have built at the expense of the German workers a war machine with which they overwhelmed first Austria, Czechoslovakia and finally Poland. Now the Polish and Czech workers are being drawn into the war machine, and as Hitler's coolies they are to help to assure world domination to Nazism. World domination is the war aim of the Nazis, as is openly admitted by a Nazi Ministry which writes as follows in its official organ: "Domination of the world passes to the national and social forces of the new type, and of these National Socialist Germany is the protagonist." It is the Nazi Labour Ministry which formulates this war aim, the same Ministry which gave orders for the exploitation of the Polish, Czech and German workers, and which has shown in Germany, Bohemia and Poland what the world order for which the Nazis fight would look like for the workers.

The emancipation of the workers of Asia and Africa, South America and Australasia is inseparably bound up with the struggle of the workers organized in free trade unions in the industrial states of Europe, America and Australia. The free trade unions of these countries are fighting for the elevation of the workers of the world. They aim to raise the wages and living standards in the

agricultural and colonial countries to the level which has been attained by the workers in the industrial countries, and to raise industrial standards as well. Again and again attempts have been made to use the oppressed colonial peoples for reducing world wage standards. The emancipation and elevation of the workers and peasants of the agricultural and colonial countries is therefore a condition for the successful struggle on the part of the workers of the industrial states. And again the striving of the workers of the agricultural and colonial countries would be almost in vain without the clear-sighted struggle of the workers' organizations in the industrial countries. The Nazis are aware of this. To check the advance of the workers, they aim at once to enslave the workers of the industrial states and to thrust back those of the agricultural and colonial countries to the status of coolies. Hence their desire to establish a hegemony over Europe and to seize colonies in Africa, Asia and South America.

The distress of the German, the plight of the Polish workers is a warning. The world foe of the workers has dropped its mask.

Pages from the History of the I.T.F.—continued from page 39.

Railway Act is a copy of the Act of 1921 which regulates in France the relations between the companies and the State. . . . It will be necessary that in the future we should co-ordinate our efforts more than we have done in the past. In Germany the capitalists say that the Dawes Plan does not allow of a decent regulation of working hours. In France the financial crisis is pointed to, and it is stated that it is necessary to abolish the eight-hour day to conquer the inflation of the currency, as the eight-hour day diminishes production."

Jarrigion ended his short but vigorous statement with these words, which reflected the spirit in which the congress adopted the resolution: "In their struggle for the amendment of the Railway Act our German comrades will find us at their side. We also support their demand that the capitalists and not the workers should pay the costs of the war."

If the working class have learned one important lesson from their experience after the world war it is that the workers must accept no capitalist solution of the difficulties following in the train of war. *They must not only find their own solution but also realize it.* The I.T.F. is deeply conscious of this necessity, and will miss no opportunity of doing its duty also in this respect.

After the present war there must be no internationally organized exploitation of the working class in order to cope in capitalist fashion with the consequences of the war. After the war there must be an internationally organized construction of a socialist world!

Pages from the History of the I.T.F.

—Since its reconstitution, in April, 1919, the I.T.F. has broken with the view generally held before the war that the trade-union movement should confine itself to protecting and improving the conditions of its members within the framework of the capitalist society. The post-war problems which confronted the peoples proved, indeed, to have such an important bearing upon the possibilities of raising working-class standards, that it would have been suicidal for the trade-union movement to ignore them. The I.T.F. owes the position it occupies in the international labour movement not in the last instance to its efforts to bring about an anti-capitalist solution of the major problems of the period.

Subsequent events and particularly the ups and downs experienced by the working class have shown how right was this attitude of the I.T.F. The congresses of the I.T.F. also have been so many confirmations of that rightness. Time and again the same complex of questions came up for discussion in one connection or another, questions which may be defined as the consequences of an attempt, deliberate and finally successful, to place the working class more firmly in the grip of the capitalist class. As the capitalist class did not confine its activity to the national sphere, the struggle of the workers also had to be carried on internationally as well as nationally. Each congress of the I.T.F. was a reaffirmation and a demonstration of the necessity of this international activity.

As early as at the Geneva Congress of 1921, and especially at the Vienna Congress of 1922, the I.T.F. took up position against the post-war form of exploitation, which was nothing else than a transfer of the economic burdens resulting from the war upon the shoulders of the working class. This was done in a way characteristically capitalist, by means of the so-called reparation and war debt payments. The reparation payments, supposed to be a tribute levied upon the vanquished countries by the victors, proved to expose the working class of both the vanquished and the victor countries to increased exploitation.

The I.T.F. in particular had opportunity to realize the consequences of this capitalist solution of the economic aftermath of the war. In 1924 a programme had been drawn up, known as the Dawes Plan, fixing the sum to be paid by Germany in reparations and how it was to be raised. The body created to carry out the programme, the Reparations Commission, had made the German State Railways responsible for raising a sum of the order of many hundreds of millions of marks per year. To this end the State Railways had to be changed into a limited liability company, with corresponding changes in the legislation applicable to them. This development had far-reaching

consequences for the personnel of the railways. They were discussed at great length at the Paris Congress of the I.T.F. in 1926, in connection with a long resolution submitted on the subject by the German Railwaymen's Union, stating that "secret diplomacy, working in the interests of high finance and in collusion with the bureaucracy, has inserted into the Act relating to the German State Railway Company, provisions (which) worsen the working conditions and legal status of its employees." The resolution further pointed out that the impairments of conditions sprang "solely from the desire of international capital, which is preponderant in the State Railway Company, to whittle down the rights and working conditions of the staff and hamper it in its struggle to better them." In a statement to the resolution a representative of the German railway workers cited facts illustrating the worsening in the position of the staff. He said: "Since the creation of the State Railway Company some 70,000 men have been dismissed. Those who remain are exposed to an almost unrestricted exploitation. They are forced to work overlong hours which the company justifies by invoking the authority of the Railway Act and the Dawes Plan." How, at a time when there was a genuinely democratic constitution in Germany, it was sought to introduce dictatorial principles from outside, appears from a subsequent passage in the statement of the German representative. He said: "The newly formed State Railway Company arrogates to itself the right and authority to decide in a dictatorial fashion on all questions concerning the staff. Unfortunately, the trade unions are practically unable to take up the cudgels on behalf of their members, as they are hampered in their movements by the restrictive influence of the Railway Act. . . . At the same time the company repudiates any right of Parliament, or even of the Government, to exercise any control over its actions, while it also aspires to throw off the restraint of the collective agreement." Thus foreign influence helped to create the conditions, ideological as well as material, for the growth of the National Socialist movement in Germany.

That international capitalist interests work everywhere according to identical principles was very clearly shown by a representative of the French railwaymen at the Paris Congress. From his words followed with iron logic the necessity of creating a united international front of the workers in the class struggle, a task to which the I.T.F. applied itself with all its might after the war. The French representative, Jarrigion, to-day a member of the Executive Committee of the I.T.F., said: "The position into which the German railwaymen have been forced is similar to our own. It might even be said that the German

(Continued on page 38)

MISCELLANY

AUSTRALIAN RAILWAYMEN DEMAND HIGHER STANDARD OF LIVING

Australian railwaymen's wages consist of a basic wage equal for all grades, to which are added differentials according to grade and seniority. The basic wage is considered to be the minimum required for a reasonable standard of living in Australia. It is automatically adjusted to changes in living costs on the basis of quarterly cost of living index figures. At present the index figure 1,000 is equated to a basic wage of 81s. a week.

In agreement with other unions, the Australian Railways Union has recently submitted to the Federal Arbitration Court an application for an increase in the basic wage. The claim is that the index figure of 1,000 shall represent 100s. a week, being an increase of 23.5%.

The object of the claim is not to adjust wages to the cost of living, since that is already provided for by the sliding scale arrangement, but to raise the men's standard of living. The following are the grounds upon which the general secretary of the Union, J. F. Chapple, based the men's case before the Arbitration Court.

1. That the basic wage now payable is not sufficient to provide a reasonable standard of living.
2. That the gradual reduction in the percentage ratio of wages to value of production is *prima facie* evidence that industry can afford to pay a higher wage rate.
3. That the growing disparity between wages paid and the value of production diminishes the purchasing power of the community and will tend to increase unemployment.
4. That the general economic conditions of Australia are such as to make possible a substantial increase in the basic wage.
5. That there is a general and intense dissatisfaction on the part of the members of the Union who are demanding that steps be taken to secure an improvement in the present basic wage.

SEAMEN'S HOLIDAYS

"For the duration of the hostilities and in accordance with the Act of 20 June, 1936, all masters and men entered in the articles of a ship engaged in trade are entitled to fifteen days holiday with pay per year of sea service or, in virtue of Article 5 of the national collective agreement of 24 June, 1936, to a number of days proportional to the length of service."

Article I of an Order made by the French Ministry of Shipping, 14 March, 1940.

ARGENTINE RAILWAYMEN REUNITED

Under an agreement signed in Buenos Aires on 28 February, the Federation of Railway Workers established as a result of a breakaway, is to be liquidated. Its members will return to the Unión Ferroviaria with full rights. A Provisional Committee is to be formed of members of the Executive Committees of the two organizations.

AMERICAN RAILWAYMEN DEMAND:

a. \$0.40 Minimum Hourly Wage

Six American railway organizations, viz. the Railway Employees' Department of the American Federation of Labour, the Brotherhood of Railway and Steamship Clerks, the Brotherhood of Railway Carmen, the Brotherhood of Firemen and Oilers, the Hotel and Restaurant Employees' International Alliance, and the Brotherhood of Maintenance of Way Employees, have entered a claim for a minimum wage of \$0.40 an hour. The Federal Minimum Wages Act provides for this minimum to be paid in 1945, but the men want it now.

The number of workers affected is estimated at 85,000. They are engaged in goods offices, wagon shops, locomotive and engine sheds, railway-operated restaurants and hotels, and on the permanent way. Permanent way workers earning less than \$0.40 number over 50,000. The cost of meeting the unions' claim is estimated at \$14,750,000. For the whole of Class 1 Railroads this represents 0.8% of the total wages bill. For railroads in the southern states, however, the proportion is 1.8%.

The main argument of the railway administrations against the claim is that increased wage costs would cause a new wave of mechanization, which would cause a growth of unemployment. The spokesmen of the organizations, however, have shown that the railways supersede men by machines wherever possible and whatever their earnings, and that low wage standards are no protection against technological unemployment.

b. Fortnight's Holiday With Pay

The Association of Railroad Labour Executives, a body composed of the leaders of twenty "standard organizations" of American railwaymen, has decided to press for a fortnight's holiday with pay. The campaign will commence on 10 May, when all railwaymen's unions will serve formal notices upon all railway managements.

It is anticipated that conferences will get under way on the individual railroad properties before the end of May, and that the matter will probably go to a national conference between the executive heads of the unions and the railway managers' association during the late summer.