



ISSUED BY THE INTERNATIONAL TRANSPORT WORKERS FEDERATION

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*Affiliated Unions in :*

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ARGENTINA  
BELGIUM  
CANADA  
CHINA  
DENMARK  
DUTCH GUIANA  
ESTONIA  
FINLAND  
FRANCE  
GREAT BRITAIN  
HOLLAND  
HUNGARY  
ICELAND  
INDIA  
INDO-CHINA  
IRELAND  
LUXEMBURG  
MADAGASCAR  
MOROCCO  
NEW ZEALAND  
NORWAY  
PALESTINE  
RHODESIA  
RUMANIA  
SWEDEN  
SWITZERLAND  
TRINIDAD  
TUNISIA  
YUGOSLAVIA

*Relations with unions in :*

AUSTRALIA  
CHILE  
CUBA  
DUTCH EAST INDIES  
ECUADOR  
EGYPT  
MEXICO  
UNION of SOUTH AFRICA  
UNITED STATES

*Other relations in :*

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

## EUROPE IN NAZI PERSPECTIVE

NAZI GERMANY has through her Minister of Economic Affairs announced how she will use her power in the countries subdued by her armies. The announcement takes the form of a programme for the economic organization of the whole of Europe, of which the object, said the Minister, is "to guarantee the Great German Reich a maximum of economic security and the German people a maximum of consumption goods and a higher standard of living." This formulation has two interesting features. In the first place it is clearly intended to subordinate Europe to what the Nazis consider to be the interests of Germany. Secondly, Italy, the Reich's axis partner in Europe, is left entirely out of account.

Let us take the second point first. Some light is thrown on the matter by recent utterances in certain influential Italian circles. Following the announcement of the Nazi programme, the president of the Italian Association of Manufacturers and former Minister of Finances declared that the two axis powers would continue to co-operate in all domains for the fulfilment of their great plans and ideals. But proceeding from the general to the particular, what he went on to say clashed badly with the German minister's plans—in which Italy is not even mentioned—for "Economic Co-operation in Europe," as German propaganda puts it. For the spokesman of Italian industrial capital referred to the steps towards economic autarchy taken under the fascist regime, and observed that the possibilities in this direction were far from exhausted. He announced, in what is tantamount to a programme, that Italy regards it as her duty to intensify the efforts to ensure her economic self-sufficiency, and therefore demands access to essential raw material supplies from directly controlled territories and markets capable of absorbing her exports. These Italian plans and the German silence thereon reveal that the new European order conceived by the Nazis comprises elements of friction which are just as calculated to give rise to armed conflict as those existing under the old order.

Now let us consider the first of our two observations, the plan to subordinate Europe to Nazi Germany. A later speech of the German Minister of Economic Affairs, made at the Vienna Autumn Fair, is very interesting in this connection. He said, looking back on the second four year plan: "The National Socialist Government found the dependence of the German economic system upon supplies from abroad as unendurable and incompatible with the German Reich's importance in power politics." The Nazi Minister here makes the German Reich's "importance in power politics" the factor which is to decide the economic and social lot of all non-German countries. That the Nazi calculation assumes Germany

victorious in the war is perhaps an unnecessary reminder. But it brings forcefully home, that the German ambitions have to be regarded not from a European but a world point of view. A Europe subjugated to Nazi Germany will have to serve, according to the Programme for Economic Co-operation in Europe, to give the German Reich the place it claims in the world. What this place is, the Programme says itself in unmistakable terms: "Economic co-operation between the European states is to permit of a better representation of European economic interests against other economic sectors in the world economy. This united Europe will accept no conditions of a political or an economic character from any extra-European quarter. It will at all times trade with other partners on a basis of equality, though throwing the full economic weight of the continent into the balance." *The European peoples, forced by German armed power into "economic co-operation" as a means of establishing German world hegemony, are, to quote another passage of the programme, to be given "an increased sense of security against any possible blockade measures on the part of the extra-European world."*

In the Nazi plan, therefore, Europe has to make ready for a struggle to establish Germany's hegemony over the world. The speech of the Reich Minister of Economic Affairs deals bluntly with this prospect and bristles with threats against the United States of America, the only power which would challenge Nazi Germany on her path to world hegemony once Great Britain had been vanquished.

For the present, however, it does not seem that Germany will be able to consolidate her victories as envisaged by the programme. For the present, belligerent Germany continues to plunder the vanquished European countries for her immediate war ends. For the present Great Britain still bars the way to the completion of German domination in Europe. Meanwhile, consequently, the Nazi Programme for the Economic Co-operation in Europe, rests upon foundations as weak as those of the Nazi regime, which faces not only the power of the entire British Empire, but also the ever-growing covert and overt resistance of the European victims of Nazi violence.

One thing is already clear: Europe under Nazi domination is but the prelude to the world under that domination. This the Nazis have given the world to understand by their programme.

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*The Secretariat of the I.T.F. has in recent months experienced difficulties which have prevented a regular and punctual publication of this Journal. The slowness of postal communications with overseas countries and, occasionally, the loss of mail, is one of these difficulties which we cannot remedy. As far as the other difficulties are concerned, which are more internal in character, we are well on the way to overcoming them.*

## The Swiss Federation of Trade Unions

At the beginning of 1939 the Swiss trade union movement showed every sign of being headed for a period of further progress. The unions composing it were in a healthy condition as a result of their success in securing improvements for their members. Industry was flourishing, thanks to the export trade in armaments. Unemployment had fallen to the lowest point since 1931. Totally unemployed represented 6.5% of wage earners, partly unemployed 2.9%.

The war has changed all this. All men up to the age of sixty are affected by the enrolment in the armed forces. The proportion of men drawn from their normal occupations is in neutral Switzerland consequently much higher than in the countries at war. Mobilization and the consequent reduction of industrial activity resulted during the last quarter of 1939 in the loss of 4,787 members, or 2.2% of the aggregate membership of the sixteen constituent unions of the Swiss Federation of Trade Unions. The heaviest losses were suffered by the unions of the building, metal, transport and textile industries. On the other hand the ranks of the Federation were strengthened during 1939 by the affiliation of the Butcher Journeymen's Union, which raised the number of affiliated bodies to seventeen.

Total membership of the unions constituting the Federation, at the end of 1939, was 223,037, of whom 21,018 were women. The highest membership figure was reached in 1933, namely 229,819, of whom 25,566 were women.

Five of the affiliated unions account for nearly three quarters of the aggregate membership: Metal Workers and Watchmakers 67,679; Building and Wood Workers 41,421; Railwaymen 31,679 (i.e. 100% of the workers of the industry); Trade, Transport and Food 23,645; Public Services 18,979.

*(continued from page 83)*

light of later events seems nothing less than criminal. It was a workers' leader of this type, a type which we hope now belongs definitely to the past, who shortly after his colleague said: "I cannot agree that this Fascist danger is likely to become so great that it will one day overwhelm our fortunately already firmly-knit workers' organizations."

Thus the tragic events, of which we now experience the grim reality, already cast their shadow on the I.T.F. Congress in London. The tragedy of it lay in the evident inability of a section of the German trade union leaders to understand and act according to the course which events were shaping. The hopes for the future lie in the heat of the blaze kindled by that incompetence, which will forge the steel with which the working class will triumph in the struggle for a socialist world.

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

In our excursion through the history of the I.T.F. we have dwelt on the milestones constituted by its congresses. In our previous article we were in Stockholm in 1928, this time we are in London in 1930. It is the first time, since the world war, that the congress takes place in London. In the earlier history of the I.T.F., however, London had more than once been a milestone.

It was in London, in July, 1896, that the I.T.F. first saw life in its original form, the International Federation of Ship, Dock and River Workers founded by four British organizations of transport workers. The country where capitalist development was oldest and most advanced, true to its traditions, took the initiative for founding an international brotherhood of that section of the transport workers whose occupations are most closely related to the world economy.

The next year, in February, 1897, the young International held its first ordinary congress in the city of its birth, London, under the presidency of Tom Mann. The first International of Transport Workers was embarked on its career through the world. Not until August, 1913 does it assemble again in London in congress; the last congress to be held before the outbreak of the world war.

The congress of the I.T.F. did not take place in London again until 1930. At this time it was at the height of its strength. It embraced ninety-nine affiliated organizations in thirty-seven countries with memberships totalling over two and three quarter millions, figures which owing to the trend of political developments in the world it subsequently proved impossible to maintain. The London Congress was held at the close of September, 1930, about a year after the world had been struck by the gravest economic crisis witnessed since the war. It was a time when economic events overshadowed political ones. Attention was focussed on the defects in the world economic system which were so plainly revealed by the economic crisis of the autumn of 1929. An admirably equipped productive apparatus had jammed and was giving rise to an ever-growing army of millions of unemployed. Attempts were made to understand how the economic machine which had broken down could be made to work again. This meant an investigation into the causes of the breakdown. It was impossible to understand the future without a critical examination of the past. Consequently the world resounded with declarations and plans for solving the economic crisis.

It was not surprising that at such a period the I.T.F., which, as has been seen in earlier pages of this history, had always given close attention to world events, should on the occasion of this congress arrange for an analysis of world economic

events. To this end a Socialist economist, G. D. H. Cole, had been invited to address the delegates, and he read an excellent paper entitled *The World Economic Outlook from the Standpoint of Labour*. He pointed out that "at no period of history productive capacity has increased so fast as in recent years," and concluded that "this should mean a sharp rise in the standard of life." Speaking of an economic phenomenon which at that time was considered a serious evil, he said: "Rationalization ought to be a sheer gain to the world, owing to the economy of labour," but added "Actually that does not happen."

These fundamental defects are due, as G. D. H. Cole put it, to "the inherent structure of capitalistic organization." The President of the I.T.F., the late comrade C. T. Cramp, in his opening address said, with the simple clarity which characterized him, that "it is necessary that the workers, internationally united, should strive to win the economic battle." At the close of his address comrade Cramp, who was a realist as well as an idealist, gave a warning which, though the circumstances may seem entirely different, we think may be appropriately repeated here: "The task of the working class is not merely to change the system of society. That is not enough. Even under socialism or communism many economic problems will still exist. Hard thinking and planning will still be required in this world of varying climates, differing conditions and unequal distribution of population, before we attain a state of society worth living in."

Although, owing to the economic crisis which prevailed, interest at the London Congress of 1930 centred around economic issues, many noteworthy things were also said about the political outlook. In the debate on G. D. H. Cole's address a representative of the German railwaymen spoke these memorable words: "We are to-day living in a state of latent war which is the more dangerous because it creates the moral conditions necessary for the outbreak of another war in which weapons still more destructive of life and property would be used. Herein lies the great danger of Fascism, and here also are its roots. Fascism feeds on the misery and sufferings of our times. In the measure in which we succeed in healing this moral sickness so will the power of Hitler in Germany decline." These were the words of a man who three years later, in a great spirit of sacrifice, and in close collaboration with the I.T.F., began a life-and-death struggle with the Hitler regime, which had then come to power, a struggle which now has entered its final phase; of a man who saw workers' leaders, his own colleagues, giving support to their avowed enemies and paving their way to power with a lack of insight which in the

(continued on page 82)

## THE TRADES AND LABOUR CONGRESS OF CANADA

The Trades and Labour Congress of Canada, which is the largest central trade union body in the country and represents nearly one half of the 385,000 organized workers of Canada, held its annual convention in September last. Among the organizations represented by observers was the American Federation of Labour, which had sent Mr. Claude P. O'Reilly, and the International Labour Office, which had appointed Mr. A. Staal, chief of its Workers' Organizations Service. A fraternal delegate from the British Trades Union Congress, Mr. W. Golightly, lost his life on the way to the convention as a result of his ship being torpedoed.

The Executive Council submitted a report giving a comprehensive review of the many kinds of activity carried on with the threefold object of improving and strengthening the instruments of trade union action and organization, of increasing the war effort by speeding up the utilization of economic resources, and of ensuring to the workers the degree of social protection to which they are entitled both in wartime and peacetime. The report was approved, including a section stating that legislation introducing family allowances in certain countries had proved of such little benefit to the workers, that such legislation should be opposed in Canada.

In two resolutions the convention defined what might be termed its home and its foreign policies. The first resolution affirmed the workers' readiness to give their full support in the present military struggle for the defence of democracy, and condemned all forms of Fascism, Nazism and Communism. In the second resolution the convention expressed approval of State-controlled production of some of the essential war materials, and called for an extension of this policy and in particular for nationalization of such natural resources as nickel, copper and radium. It further urged recognition of organized labour in appointing the directorates of the concerns to be set up. The Government was urged, in connection with contracts for war supplies and construction, to ensure recognition of the eight-hour day in war industries and observance of the conditions established by collective agreements and the negotiation of such agreements where they did not yet exist. Finally, it was resolved that the burden of financing the war should be placed on the shoulders of those best able to bear it.

The convention did not take the view that the state of war should prevent the extension of trade-union recognition. On the contrary, organized labour called strongly for adequate representation on all committees and bodies set up by the public authorities where the interests of labour are affected. This has already been achieved in the

case of some of the bodies created as a result of the war, but much still remains to be done. The Executive Council was instructed to prepare a specimen Act, to be urged upon provincial legislatures, assuring the workers' right to belong to a trade union, outlawing company unions, and making collective bargaining compulsory in undertakings where a majority of the workers entrust the defence of their interests to a trade union. The convention decided also to press for quicker official investigation and conciliation in case of industrial disputes. Also needed are amendments of certain provincial legislation which permits of an undue hampering by court injunctions of trade unions involved in conflicts.

Of the resolutions dealing with the position of workers serving with the armed forces one called for legislation guaranteeing men retention of their jobs and the rights accruing therefrom. An important resolution was that requiring the continued payment of soldiers' wages after demobilization until stable employment is found.

The convention also dealt with and decided to support claims formulated in respect of certain industries. Thus it associated itself with a demand of the seamen and inland navigation workers that the legislation affecting these groups be improved on the lines of the Geneva Conventions. Assistance will be given to the Canadian Navigators' Federation in its efforts to obtain season's contracts for all masters and mates engaged in Great Lakes and St. Lawrence River shipping. Another demand backed was that of the tramwaymen for payment of workmen's compensation in case of nervous or other breakdown in health suffered by operators of one-man street cars, and that for the equipment of motor coaches and transport vehicles with modern type of sander.

Finally the convention devoted attention to the question of peace aims. In January, 1940 the Executive Council appointed a committee to study "International Affairs and Transference from Wartime to Peacetime Economy." The chairman of this committee submitted to the convention a provisional report—which is reviewed fully elsewhere in this issue—which met with the approval of the delegates.

A notable change took place in the leadership of the Congress. Mr. R. J. Tallon, the secretary-treasurer, withdrew from that office to take up, at the invitation of the Government, a post on the Unemployment Insurance Commission, which is to translate into practice the Unemployment Insurance Act which has entered into force recently. His successor, Mr. J. Arthur d'Aoust, was elected unanimously. The president, Mr. Tom Moore, was re-elected by acclamation.

## A Letter from the British Minister of Shipping

I am glad to have the opportunity of sending a friendly word to all the seamen who are serving the Allied cause by manning the merchant ships whose cargoes are so essential to the achievement of victory. This new Journal will, I am sure, help greatly to maintain contact among these seamen; a contact which war conditions make it difficult to preserve.

I know that you must feel keenly the separation from your families and that your anxieties about them must weigh upon you. As Minister of Shipping, it is my responsibility to try to ensure that you receive the friendliest possible welcome in this country, and are made as comfortable as possible when you are ashore here. To this end my Department is co-operating as closely as possible with the Allied Government Missions, with your own national trade unions that have been constituted in this country, with the International Transport Workers' Federation, with the officers' national and international organizations, and with the shipowners. I greatly hope that the arrangements which have already been made will make it possible for you to feel at home in this country and will give you ample opportunity of keeping in touch with the seamen of your own country.

We are all at war fighting for liberty and I have no doubt that you will continue to serve that great cause as freely and wholeheartedly as you have done for many months past. I wish you all the best of luck.

RONALD CROSS.

10 December, 1940.

## Regulation of Work in Brazilian Ports

The Government of Brazil in February 1940 issued a Decree-Law relating to work in the ports. It deals with the rights and obligations of stevedoring firms with regard to their clients and their personnel, and also contains a number of provisions of interest as far as conditions of work are concerned.

Stevedoring contracts may be undertaken by port administrations, shipowners or agents of the latter. At ports not properly organized, the Ministry of Labour, Industry and Commerce may create a "Port Caisse," which is managed by a representative of the Ministry of Transport and Public Works, and has the necessary powers to acquire, or expropriate, fixed or floating equipment. The purchase of, or compensation for, the equipment shall be met by funds obtained by a loan from the Institute of Retirement and Pensions of Stevedores, repayable over a long period and at the rate of interest of 7%.

Stevedoring firms are required to publish scales of charges on the basis of tonnage, cubic measurement or units of cargo. The scales shall specify the constitutive elements, which generally speaking are dock labour charges, general expenses of the stevedoring firm, including insurance and social services, and administrative charges. Stevedoring firms shall be responsible for thefts and damage suffered by cargo during loading and unloading.

The work of stevedoring can only be assigned to workers properly registered at the offices of the captains of ports. For the purpose of this registration the following requirements are essential:

Proof of age between 18 and 35 years; vaccination certificate, proof of physical fitness certified by the Institute of Retirement and Pensions of Stevedores; certificate of good conduct; and fulfilment of military service in the case of a Brazilian by birth or naturalization. For the registration of foreigners proof shall be required of their having permission to reside permanently in the country. The number of the latter shall be limited to one third of the total number on the register. The stevedoring of coal and ores in ports where there are labourers specializing in this work shall be carried out by such workers. The age limit mentioned above shall not apply to workers engaged on coal or ore on the date of the law under review.

Stevedore labourers duly registered are entitled to annual renewal of their registration cards, provided they prove themselves hard working and are considered physically fit. They will have to submit to a medical examination once a year by doctors of the Institute of Retirement and Pensions of Stevedores. Men declared unfit for work shall be given a pension and erased from the register.

The number of men forming the gangs shall be determined by the Inspector of Maritime Labour, in accordance with the nature of the cargo and of the vessels. When work is carried out by organized workers, the respective trade unions shall arrange the workers' shifts, in order that the work may fall equally on all. Labourers when within the precincts of the port or at their place of

work shall wear a badge in which the letters O.E. (Operatio Estivador) or S.O.E. (Sindicato—trade union—de Operarios Estivadores) are clearly engraved, together with the registered number of the worker.

When work does not commence at the hour appointed, without warning having been given to the labourers before they have been engaged, or if it is interrupted on account of rain, or is subject to postponement or delay owing to rough seas, one half of wages shall be paid during the time of stoppage or waiting. Where the arrival or departure of ships depends upon the tide, periods of delay or waiting exceeding two hours are to be paid for at half the normal rate. Stoppages due to lack of the necessary facilities for work shall be paid at the full rate. When ships are lying at anchor off shore, the time taken in getting to and from the ships shall be reckoned as work. Work connected with stevedoring on board ships, such as the cleaning of holds, re-stowing of cargo which has not been discharged, shall be paid for on a scale approved by the Minister of Labour, Industry and Commerce. No remuneration shall be payable to labourers during stoppages of work brought on by causes for which it is proved they were to blame.

A day or night of work shall last for eight hours and shall be divided into two shifts of four hours, separated by an interval of from one to one and a half hours for meals and rest. Working shifts may be extended by two hours by the employers, the extended work being remunerated at the rates contained in the approved tables. In order to complete the stevedoring of large mail boats, or of vessels running the risk of losing the tide, and in order not to interrupt work on cold storage vessels, the interval may be suppressed, subject to this time being paid for at double rates.

Stevedoring employers are required to submit monthly to the Inspector of Maritime Labour a return showing the number of hours worked by the labourers employed by them. Should it be found at the end of a half year that each stevedore has had an average of more than 1,000 hours of work, their number shall be increased so as to bring down the average to that level. Should the contrary be the case, registration shall be suspended until the half-yearly average of 1,000 hours be attained.

Remuneration for stevedoring shall be on the basis of tonnage, cubic measurement or units of cargo. The rates should take into account the nature, weight, volume and packing of the merchandise. The rates of wages of the labourers shall be submitted for approval to the Ministers of Labour and Transport, after having received suggestions in writing from the interested parties, the trade unions and stevedoring employers.

When the amount of cargo to be handled is too small to provide each worker with at least half a day's wage, the workers shall receive wages for

half a day. If work exceeds half a day in duration and thirty tons in quantity wages shall be paid for a whole day.

Remuneration for labour in stevedoring shall be divided into equal shares, one share being payable to each labourer, one and a half shares to each foreman, and one share per hold, up to the maximum of three shares, to each chief foreman.

Stevedoring employers shall pay their workers the wages due to them within twenty-four hours of the termination of each day's work. In case of doubt regarding the amount due, the stevedoring employers shall pay the working stevedores the amount not in dispute, and within twenty-four hours deposit the balance in the order of the Inspector of Maritime Labour, who shall hand it to whomsoever is entitled to receive it once the matter is settled. The Inspector of Maritime Labour shall suspend employers who can be proved to be owing money for wages to their workers until such time as the debts are liquidated.

Whenever disputes arise between stevedoring employers and workers, the work should continue under pain of severe penalties for those responsible for a stoppage, and the difference submitted to the Inspector of Maritime Labour without delay.

Stevedoring workers are obliged :

(1) To present themselves with the necessary regularity, and in good time, at the usual places for signing on.

(2) To work efficiently for the rapid clearance of the ships, and for the proper filling of the cargo space.

(3) To obey the orders of their superiors.

(4) To handle cargo with the care necessary to avoid accidents or damage.

(5) Not to pilfer, or to allow the pilfering of cargo, or to smuggle goods.

(6) To take proper care of the gear used during work.

(7) To observe a proper attitude during work, by behaving in a silent, respectful, proper and decent manner.

(8) Not to be armed, nor to smoke where they are working, or to drink intoxicating liquor during working hours.

(9) To wear the official badge.

(10) Not to absent themselves from work without permission from their superiors.

Failure to comply with these requirements may be punished by suspension for one to thirty days, fines of 10 to 200 milreis, and cancellation of registration.

The provisions of the law apply to all vessels with the exception of ships supplying the municipal markets of the cities, fishing vessels, vessels carrying non-liquid cargo in bulk handled by automatic mechanical means, vessels carrying out public works or services on inland waterways. Mail bags and passengers' luggage may be freely handled by members of ships' crews. All other work shall be performed by regular dock labour.

## War Stimulates Rationalization of Road Transport

In the countries at war and the neutral countries obliged to keep their armed forces on a war footing, two important factors make for a rationalization of road transport. They are the shortage of experienced personnel and the necessity of reducing the consumption of petrol.

At present a tendency is observed towards a rationalization of the services of the distributive trades. It is clear that the multiplicity of the distributive services, both in the retail and the wholesale trades, involves the employment of a considerably greater number of men and vehicles than strictly required. The point may be illustrated by the case of the distribution of milk. If one delivery van serves all the customers of a given quarter, ten vans can probably do the work done by twenty under the old conditions. In other branches of trading the saving could be more substantial still.

In some countries, such as Great Britain and New Zealand, it is the necessity of consuming less petrol, in others, such as Sweden, Switzerland, France and Central Europe, the shortage of petrol, and in all the calling away to military service of a large proportion of the man power, which causes attention to be devoted to rationalization schemes.

In New Zealand there is a tendency to simplify and curtail delivery services by means of voluntary co-operation between traders. In one case four firms, by pooling their delivery services, found it possible to run three vans on four days a week, where formerly six vans had been used on six days, while the third van is also to disappear eventually. Similar schemes are being tried out by bakeries and provisions merchants in general.

The main difficulty in these projects is the concern of each trader to preserve his customers. But the difficulty is not insurmountable, and the obstacles encountered can be easily overcome when factors connected with the prosecution of the war enter into play.

These wartime developments must be expected to bring about a re-organization of distributive services and a shrinking of the opportunities of employment in this branch of transport which will persist after the end of the war.

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**The International Transport Workers' Federation publishes a fortnightly Press Report, in which are regularly reviewed the activities of unions of transport workers—railwaymen, tramwaymen, road transport workers, seamen, dockers, inland navigation workers, fishermen—for the defence of their members' interests.**

**This publication is indispensable to those who wish to keep abreast of events and developments in the world of transport labour. It is a useful source of information for editors of trade union journals.**

## THE LABOUR MOVEMENT AND THE WAR

### A Canadian Opinion

In January, 1940, the Trades and Labour Congress of Canada set up a committee to study "International Affairs and Transference from Wartime to Peacetime Economy." The chairman of this committee, Mr. John W. Bruce, submitted to the Annual Convention of the Congress held in Vancouver in September last a provisional report of which we give the main passages below.

The Canadian Parliament has decided to take part on the side of Britain in the war unchained by the Totalitarian powers. The Canadian people have responded loyally to the call to arms, and the Government have set to work to render the utmost possible military and economic assistance to Britain and her Allies.

The Trades and Labour Congress, at its 1939 Convention assured the Government of its loyalty to the cause for which the war had been undertaken, and offered full co-operation, anxious and willing to assist by every means in its power in organizing the human resources for the effective prosecution of the war.

In making the decision to support the Government, the Congress were not unmindful of all that would be involved. In the past, the workers have been greatly opposed to war as a means of settling disputes between nations, and have strongly supported all efforts to establish means for the maintenance of peace. In the present campaign they fully realized the necessity of participation, and the importance of encouraging the people to make their full contribution, knowing their own freedom was endangered as well as that of the workers of other countries. The workers already had evidence of the ravages of the Nazi and Fascist hordes, who had destroyed the labour movement in their own and conquered countries, seized the funds and property, and condemned the leaders to concentration camps, and finally, brutally executed many of the active leaders. In this, one of the greatest struggles for human rights and liberty, it was extremely important that the position of Canadian Labour should be definitely defined.

The organized workers of Canada decided upon active participation in the war against the Totalitarian powers, aware though they are of the sufferings which any war inflicts upon the working class, of the promises which were made during the first world war and forgotten afterwards, and of the wrecking of the peace by the forces of evil. They also realize that the Nazi State could not have arisen and become a menace to the world without the direct and indirect support of the ruling classes of the countries to-day at war with Hitler. But notwithstanding their understanding of the sufferings which have to be endured, the

working class have decided to take part in the war. Why?

Active participation in the present conflict is with the hope that at its successful conclusion there will be guaranteed to this and future generations that the world will not have to undergo such another terrible conflict, and that in co-operation with all governments throughout the civilized world, effective machinery will be established that will guarantee the peace of the world.

The International Trade Union Movement, and the workers of Canada as part of it, earnestly desire the establishment of means for the maintenance of permanent peace. But the desire for peace must not be confused or construed as a weakening of morale or any lessening of the determination to carry on the present struggle or of the preparedness courageously to face all of the possibilities that exist and willingly to accept the burdens. Nor should it be construed as a yielding to the tyrannical influence of Nazi and Fascist doctrines, or capitulating to the desires of any interests who may seek to force some form of appeasement or partial peace in order to avoid further loss through the devastating destruction and havoc wrought to property, plants and industrial equipment to which they owe their positions of wealth. *"We demand that the war shall be carried on until the objectives for which it is being waged are achieved and until a just and honourable peace can be established."*

In the opinion of the Canadian workers there are two different kinds of objectives for which the war is being fought. In the first place organized labour must endeavour to define and bring about an international political system guaranteeing an enduring peace. Such a system would distinguish itself from the present state of things in many respects, of which the following are a few as formulated by the British Labour Party already at the beginning of the war:

- (1) There should be no dictated peace.
- (2) The recognition of the rights of all nations great or small of whatever colour or creed to have the right to live and develop their own characteristic civilization, provided they do not infringe upon the rights of others.
- (3) There must be complete abandonment of aggression and the use of armed force as an instrument of policy. War must be outlawed, and the rule of the law accepted.
- (4) There must be the recognition of the rights of national, racial and religious minorities, while as far as possible every state should be free to manage its own internal affairs.
- (5) There must be the acceptance of the principles that international anarchy is incompatible with peace, and that in the common interests

there must be the recognition of an international authority, superior to the individual states, and endowed with not only the rights over them, but with the power to make them effective, operating not only in the political but the economic sphere.

(6) There must be an abandonment of Imperialism and the acceptance of the principle that in government of colonies and dependencies where self-government cannot as yet be conceded, the interests of the natives must be paramount.

This implies another attempt, by better and surer methods than in the past, to establish a system of collective security, and to undertake the organization and direction of world economy. In this attempt the international trade union movement must demand a full say.

The war is everywhere causing profound changes in the living and working conditions of the peoples. The war cannot and may not end without bringing about social changes as well. It is therefore the duty of the governments to give attention to this second kind of war objectives, and to study the peoples' conditions of life, so that at the conclusion of hostilities, changes in the social and economic system will be made that will assure employment to all who are able and willing to work as a means of providing to the workers of the world a higher standard of life and security from want, misery and suffering.

This will require tact, courage and vision, and planning with foresight, to establish measures that will meet the needs of the people, and prevent continuance of the sacrifices of war when peace is established.

If this is not undertaken, then states the report, we shall again live in a world threatened by ruin and destruction.

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#### **Branch of Swedish Seamen's Union established in Great Britain**

A branch of the Swedish Seamen's Union has been established in Britain. The offices of the branch, which is functioning under the direct supervision of the International Transport Workers' Federation and in collaboration with the Swedish authorities and the representatives of the Swedish Shipowners' Association in Britain, are to be opened on 25th January, at 46, Fenwick Street, Liverpool 2.

The branch will among other matters attend to the signing on of crews (which according to the men leaves much to be desired at present), supply information about working conditions as laid down by the collective agreement and regulations in force, assist seamen in making representations to the authorities, in short safeguard in every possible way the interests of Swedish seamen in the United Kingdom.