

15, Natchiappa Chetty Street,  
Mylapore, Madras.4., IN.  
28th January 1961.

Father Umberto Lecl' Innocenti,  
Secretary,  
Trade Unions International of Transport,  
Port and Fishery workers,  
Janska 100,  
Prague.1. (Czechoslovakia)

Dear Brother,

I thank you for your letter No.2730 date 10th December 1959 about the arrival of brother S. Satterjee in the first week of January. Up to now, I have not heard anything about him from anywhere. It is needless to state that I shall be delighted to meet him and learn of his activities of your International.

I am writing this letter not on behalf of the All India Railwaymen's Federation which is affiliated to the International Transport Workers' Federation but on behalf of Lakshin Railway Employees' Union which is a merged body of two Southern Railway Unions namely Dakshin Railway Employees' Union, Vizawada.2. and Southern Railway Labour Union, Golden Rock. These two Unions represent a total members of 35,000 Railwaymen out of 130,000 Railway workers employed on the Southern Railway. I have accepted the Presidentship of the merged Union in spite of the opposition of an influential section of the All India Railwaymen's Federation. This opposition is based on the allegation that this merger would represent dominance of the Communist Party. I differ from this view and have been during the years of my direct connection with the All India Railwaymen's Federation a strong advocate of Trade Unionism without any political partisanship to avoid exclusion for reactionary elements to mislead and sabotage the movement. I am the President, All India Railwaymen's Federation, South Eastern Railwaymen's Union, Calcutta.10., Dakshin Railway Employees' Union, Madras.4. and also Madras Port Trust Railwaymen's Union.

This unity based on merger was brought about at a special Conference held on 21st and 22nd January 1961 in Madras and I am the President of this body. We are facing opposition from all quarters but we are determined to make a success of this unity. Due to post-strike situation involving arrests and suspensions, our finances are practically nil and it will take a long time before we can recover ground.

Southern Railway Labour Union, Golden Rock, was an affiliate of yours and Mr.Nambiar is one of the four Vice-Presidents of the merged organisation. Its address is Dakshin Railway Employees' Union, 102, Cutchery Road, Mylapore, Madras.4. (India).

With great solicitation, I wish to make an appeal for your immediate assistance, if possible, for running the office.

We require the following for running the Mad Office of Lakshin Railway Employees' Union at Madras.4. without uncertainty for at least one year:-



-Contd.

- 8 -

Typewriter	Rs. 1,500	
Gestetner Duplicating Machine	Rs. 3,200	or Rs.1,300 (if not electrically operated)
Stationery	Rs. 2,000	
House Rent, Electricity and Taxes	Rs. 2,000	
Postage and Telegrams	Rs. 3,000	
For Propaganda tours by the President and General Secretary	Rs. 3,000	
For Journal and Publicity	Rs. 3,000	
A full-time Typist and one Office Janitor	Rs. 3,000	

I have ventured to make this request inspite of political propaganda that may be made against, as I have no political purpose and my motives are based purely for running a strong and virile trade union movement on Southern Railway without political strings. The Railway runs over a front of 6000 miles.

I shall be obliged if you will kindly cable to me whether this assistance can be expected and I assure you the accounts will be properly maintained and audited to the satisfaction of any person or persons nominated by you in India.

As the Union is threatened with expulsion from the All India Railwaymen's Federation and I may have to consider my relations with the body, I shall be obliged if you will kindly cable me a reply to my following residential address:-

S. Guruswami,  
 President, Dakshin Railway Employees' Union,  
 15, Natarajappa Chetty Street, Mylapore, Madras.4. I

I have written this letter without the knowledge of Mr. A. Rambo, one of our Vice-Presidents and a person known to you to avoid him any embarrasment or any charge that this is a Communist Party affair. I have never belonged to any political party during my 34 years of Trade Union career.

If your assistance comes, your International can be proud of having helped in the formation of the strongest Union on Southern Railways. Recently I. T. F. gave £500 as donation to the All India Railwaymen's Federation. I have reason to believe that some of the reactionary elements on this sector are functioning because of foreign aid.

The Government propose banning non-employees' from holding office in Railway Trade Unions and curtail several rights. Before the proposals are implemented, I make this appeal to you for immediate reply for assistance. I seek no personal remuneration.

With greetings

Yours faithfully,

# INTERNATIONAL LONGSHOREMEN'S & WAREHOUSEMEN'S UNION

150 GOLDEN GATE AVENUE, SAN FRANCISCO 2, CALIFORNIA, PROSPECT 5-0533

HARRY BRIDGES  
President

J. R. ROBERTSON  
First Vice-President

GERMAIN BULCKE  
Second Vice-President  
February 17, 1961

LOUIS GOLDBLATT  
Secretary-Treasurer

K. B. Panikara, WFTU Representative  
2 Windsor Place  
New Delhi, India

Dear Sir and Brother:

I am taking the liberty of sending you some material describing the Mechanization and Modernization Agreement recently signed by our union and the Pacific Maritime Association, the bargaining agent for the West Coast shipowners and stevedoring companies.

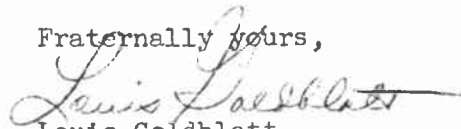
The ILWU-PMA agreement is the first industry-wide program on automation to be negotiated in the United States. It is based on sharing the benefits of technological change and improved operating methods with labor. The contract provides for a Fund which will be used to guarantee a minimum level of earnings should work opportunities decline because of agreed upon change, and additional monies which shall be used for early retirement benefits effective at age 62.

Highlights of the agreement include a guarantee against layoffs among the members of the registered work force, no individual speedup, and strict enforcement of all safety rules; a standard has been established to measure normal work loads to implement these provisions. When, as a result of the changes agreed to, work opportunities decline below a given level, early retirements of older longshoremen will go into effect. In addition, financial inducements have been provided to help implement early retirements should the work opportunity outlook make such retirements mandatory. There is full vesting of the early retirement benefit.

The emphasis on early retirements is directed at using the benefits of new technological changes and elimination of obsolete work rules to maintain the work opportunities for the younger men, while expediting the retirement of the older men. This approach is in sharp contrast with the usual industrial pattern of laying off the younger men when work opportunities decline.

Since many other unions are facing similar problems of loss of work opportunity because of mechanization and automation, we are hopeful that our plan may contain some helpful suggestions. We shall be glad to answer any questions which you may have about the agreement.

Fraternally yours,

  
Louis Goldblatt  
Secretary-Treasurer

LG/jg

oeiu 29

Enc. Reprint Atlantic Monthly, Dec. 1960  
Information Rooklet



Prague, March 30, 1961

Dear Comrade S.A.D.,

We have received the enclosed letter from Guruswami. Since it concerns important questions of finance, our secretariat has not taken any decision on this problem. The secretariat has decided to refer this letter to you for advice.

As you know that we have no solidarity funds at our disposal. So if you advise us in favour of giving some help to this Union we will have to refer it to the WFTU Secretariat.

I thought you would come to the drafting commission meeting and I wanted to avail myself of that opportunity to discuss with you some other matters also. However, will you please send your opinion on this letter of Guruswami with Cde Sundriyal when he will come to attend our TUI Conference. Guruswami will ask about our decision in Budapest.

We have decided to send four tickets to transport workers' trade unions in India. Two tickets to affiliated organisations: one for the Road Transport Workers' Union and one for the Madras Port and Harbour Workers' Union (A.S.K.). Two tickets for non-affiliated unions: one to Guruswami (Railway workers) and one to Bro. Kale (Port and Dock Workers).

We have been informed that several national centres in socialist countries, affiliated to the WFTU, have invited for the May Day celebrations in their respective countries leaders of transport trade unions in order to enable them to attend our Conference. Kindly see ~~as if that~~ *if somebody* from the transport, Port or Dock workers' unions can be included in these May Day delegations this year *to enable them to attend our conference*

We have received requests from Cdes Gilani, Dev Kumar, Tramway Workers' Union, (all from West Bengal) and Air lines employees' union, Bombay. We cannot afford to allot more than four tickets for India.

*Just incidentally*  
I am sending money for the publication fund of the Federation through Cde Pandhey.

We are all well here.

My best regards to you.

Yours

Satish

See by S.A.D. file

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UNION INTERNATIONALE DES SYNDICATS  
DES TRAVAILLEURS DES TRANSPORTS,  
DES PORTS ET DE LA PECHE  
(DEPARTEMENT PROFESSIONNEL DE LA F. S. M.)

Prague, April 4, 1961

МЕЖДУНАРОДНОЕ ОБЪЕДИНЕНИЕ  
ПРОФСОЮЗОВ ТРУДЯЩИХСЯ ТРАНСПОРТА,  
ПОРТОВ И РЫБНОГО ПРОМЫСЛА  
(ПРОИЗВОДИТЕЛЬНЫЙ ОТДЕЛ В. Ф. П.)

TRADE UNIONS INTERNATIONAL  
OF TRANSPORT, PORT AND FISHERY WORKERS  
(TRADE DEPARTMENT OF THE W. F. T. U.)

UNION INTERNACIONAL DE SINDICATOS  
DE TRABAJADORES DE LOS TRANSPORTES,  
PUERTOS Y PESCA  
(DEPARTAMENTO PROFESIONAL DE LA F. S. M.)

The Secretary  
All-India Trade Union Congress  
4 Ashok Road  
New Delhi  
India

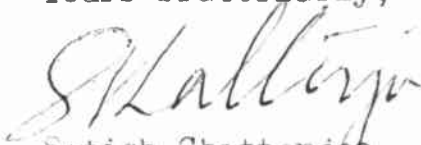
SECRETARIAT:  
JANSKA 100  
PRAGUE I. — TCHÉCOSLOVAQUIE  
TÉLÉPHONE: 67856

Ref. 2452

Dear Brother,

We are enclosing herewith a copy of the letter addressed to the Ministry of External Affairs and hope that this will facilitate Bro. Ayenger to receive his passport.

Yours fraternally,

  
Satish Chatterjee  
Secretary.

733/10-4-61  
Prague, April 4, 1961.

The Secretary  
The Ministry of External  
Affairs  
Government of India  
New Delhi  
India.

Ref. 2951 ✓

Sir,

We want to invite Mr. A. S. K. Ayenger, General Secretary, Madras Harbour Workers' Union, 173, Broadway, Bhagat House, Madras 1, to attend the Third International Trade Conference of our organisation.

May we, therefore, request you to grant him travel facilities to enable him to take part at the Conference in time.

The Conference will be held in Budapest, Hungary, from May 9 to 13, 1961.

Thanking you in anticipation,

Yours faithfully,

*H. P. Innocenti*  
H. P. Innocenti  
Secretary.



April 20, 1961

✓  
Com. K.M.Sundaram,  
Madras.

Dear Comrade,

The Trade Union International of Transport, Port and Fishery Workers ( Trade Department of the World Federation of Trade Unions) is holding its third conference in Budapest (Hungary) from May 9 to 13, 1961.

You are nominated as a delegate. You may therefore make the necessary arrangements for passport etc.

The All-India Trade Union Congress is looking after arrangements for passage etc, and no foreign exchange will be required for this purpose.

With greetings,

Yours fraternally,



(S.A.Dange) MP  
GENERAL SECRETARY.



GOVERNMENT OF INDIA

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Received 1038/25-11-59  
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INDIAN POSTS & TELEGRAPHS

OVERSEAS COMMUNICATIONS SERVICE & INDIAN POSTS & TELEGRAPHS

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Received at NEW DELHI at :-

OR 153  
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NDL73 ZHP6046 PRAHA 16 24 2115 =

LT = SECRETARY AITUCONG NEW DELHI INDIA =

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INWARD  
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INITIALS



GOVERNMENT OF INDIA



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OVERSEAS COMMUNICATIONS SERVICE & INDIAN POSTS & TELEGRAPHS

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Received at NEW DELHI at :-

1961 APR 11 AM 11 27

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B MND1080 PRAHA 26 10 1830 =

LT - AYENGAR AITUC 4 ASHOK ROAD NEW DELHI INDIA

ONE OPEN TICKET SENT FOR TRANSPORT CONFERENCE

STOP KINDLY CABLEFULL NAME AND PASSPORT DATES

= CHATTERJEE SECRETARY

INWARD  
CCT  
NBR

INITIALS

April 20, 1961

Shri S. Guruswamy,  
President,  
All-India Railwaymen's Federation,  
Maylapur, MADRAS/

Dear Shri Guruswamy,

The Trade Union International of Transport, Port and Fishery Workers (Trade Department of the World Federation of Trade Unions ) is holding its third conference in Budapest (Hungary) from May 9 to 13, 1961.

As a prominent leader of railway workers, you are invited to attend the conference.

You may therefore kindly take necessary steps for your passports etc.

The All-India Trade Union Congress is looking after arrangements for passage etc., and no foreign exchange will be required for this purpose.

With greetings,

Yours fraternally,



(S.A. Dange) MP,  
GENERAL SECRETARY



26 APR 11 1961

LT

CHATTERJEE

FESYMOND

PRAGUE (Czechoslovakia)

REACHING FRIDAY APRIL TWENTYEIGHT AFTERNOON

BY LO 244 FROM ZURICH

SUNDRIYAL



  
**GOVERNMENT OF INDIA**

**OVERSEAS COMMUNICATIONS SERVICE & INDIAN POSTS & TELEGRAPHS**

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Received at -- NEW DELHI at :-



B MND1093 PRAHA/01 22 24 2115 =

LT = SUNDRIYAL AITUCONG NEW DELHI INDE =

REACH PRAGUE BEFORE 29 TO ATTEND MAYDAY AND  
PUBLICITY MEETING STOP ABLE ARRIVAL DATE

= CHATTERJEE SECRETARY ✕

*Reaching 28<sup>th</sup> Afternoon  
by Lo 244*

INWARD  
CCT  
NBR

INITIALS

*Handwritten initials: cw and a signature.*

UNION INTERNATIONALE DES SYNDICATS  
DES TRAVAILLEURS DES TRANSPORTS,  
DES PORTS ET DE LA PECHE  
(DÉPARTEMENT PROFESSIONNEL DE LA F. S. M.)

МЕЖДУНАРОДНОЕ ОБЪЕДИНЕНИЕ  
ПРОФСОЮЗОВ ТРУДЯЩИХСЯ ТРАНСПОРТА,  
ПОРТОВ И РЫБНОГО ПРОМЫСЛА  
(ПРОИЗВОДСТВЕННЫЙ ОТДЕЛ В. Ф. П.)

TRADE UNIONS INTERNATIONAL  
OF TRANSPORT, PORT AND FISHERY WORKERS  
(TRADE DEPARTMENT OF THE W. F. T. C.)

UNION INTERNACIONAL DE SINDICATOS  
DE TRABAJADORES DE LOS TRANSPORTES,  
PUERTOS Y PESCA  
(DEPARTAMENTO PROFESIONAL DE LA F. S. M.)

SECRETARIAT:  
JÁNSKÁ 100  
PRAGUE I. — TCHÉCOSLOVAQUIE  
TÉLÉPHONE: 67856

Ref. 2359

Dear Comrade,

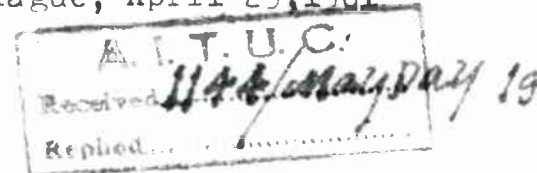
As advised by you we have referred the application for affiliation from the Dock Mazdoor Union, Calcutta to the next Administrative Committee.

With regard to the ticket we have asked our travel agent to direct the air line to remove the name and as such it can then be used either for ASK or Dubey as you decide.

With fraternal greetings,

*S Chatterjee*  
Satish Chatterjee  
Secretary

Prague, April 29, 1961



Comrade S.A. Dange  
General Secretary  
A.I.T.U.C.  
New Delhi  
India

*Affiliation of  
Dock Mazdoor Union,  
Calcutta*



April 27, 1961

General Secretary,  
Trade Unions International of Transport,  
Port and Fishery Workers,  
Prague.

Dear Comrade,

This is a personal note which I am  
addressing you.

The accompanying application was given to  
me just when Com. Sundriyal was leaving for the  
Conference at Budapest. It is a fact that the  
Union has substantial influence on dock labour  
at Calcutta. At the same time, the AITUC also  
has another union there. We have been trying  
to persuade this union led by Mr. Dubey to have  
a united union but he has not so far consented.  
I would therefore recommend that this application  
may be sent to the next Administrative Committee  
when I shall have an occasion to discuss the  
matter with you in person.

This affiliation application is being sent  
to you with also a view that you might invite  
this person to attend the Budapest Conference  
and that he may be able to use one of the tickets  
you have sent. But he is not in a position,  
as far as my knowledge goes, to secure a passport  
for Hungary.

So in your official reply, please write that  
the application is being forwarded to the Administ  
rative Committee.

With warm greetings,

Yours fraternally,

  
(S.A. DANGE)



220

URGENT

April 30, 1961

Dear Com.Guruswamy,

Thank you for your letter of 29th April. I am afraid that you have not been correctly informed about the date of the Budapest conference. This starts on 9th May (upto 13th May) and not in July as stated in your letter.

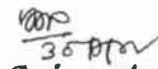
Therefore, please arrange with the Air-India in such a way that you reach Budapest by 8th of May.

As for your visa, we are making necessary arrangements.

As soon you have finalised your booking, please let us know by telegram so that we will cable Prague and Budapest about your arrival.

With greetings,

Yours fraternally,

  
(K.G.Sriwastava)





EXPRESS DELIVERY

अन्तर्देशीय पत्र  
INLAND LETTER



Sri

K. P. Sinastava

All India Trade Union <sup>968</sup>

4 Ashoka Road Congress

New Delhi

पहला मोड़ First fold

दूसरा मोड़ Second fold

← तीसरा मोड़ Third fold →

भेजने वाले का नाम और पता :- Sender's name and address :-



इस पत्र के अन्दर कुछ न रखिये NO ENCLOSURES ALLOWED



220

Madras 6  
29. 4. 61

My dear Srivastava,

Air India International  
has ~~got~~ fare for my journey from  
Madras to Budapest but deficient  
by Rs 265/- . I have no formal  
invitation but I propose to attend  
3<sup>rd</sup> International <sup>Conference</sup> of Transport  
Workers to be held in Budapest from  
7<sup>th</sup> July to 13<sup>th</sup> July as an observer  
from ~~Dhaka~~ <sup>by Employer</sup>.  
I have applied for  
a visa to Hungarian Embassy  
Delhi thro' Air India International.  
Please see that visa is issued  
without difficulty & also for Prague  
Czechoslovakia as I leave Bombay

on 8<sup>th</sup> by Czech line reaching  
Prague same night & Budapest  
on 9<sup>th</sup> morning.

Please advise your friend  
at Prague <sup>on 8<sup>th</sup> night</sup> & Budapest <sup>on 9<sup>th</sup> morning</sup> to meet  
me <sup>at Prague</sup> & help as I have no foreign  
currency.

I am paying Rs 265/- to make up  
the deficit in the passage -

Will you please let me hear  
about the action taken & oblige.

With greetings

Yours sincerely  
Gumbaan.

A. I. T. U. C.  
Received... 1128/30-4-61  
Replied.....

IR/12

# GOVERNMENT OF INDIA OVERSEAS COMMUNICATIONS SERVICE

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Received at BOMBAY at: 163



220

1961 APR 13 AM 4 23

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AITUCONG BOMBAY INDIA =

IF POSSIBLE ARRANGE FOR TRANSPORT TUI CONFERENCE DELEGATES TO ARRIVE BY APRIL 29 AND THEY MAY PARTICIPATE IN MAY DAY CELEBRATIONS = SANDOR SZILAGYI INTERNATIONAL DEPT OF CCHTU +

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*N. J. 1968*

INITIALS

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GOVERNMENT OF INDIA

A. I. T. U. C.  
Received... 1140/304-18/12  
Replied.....

OVERSEAS COMMUNICATIONS SERVICE & INDIAN POSTS & TELEGRAPHS

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Received at NEW DELHI at:-



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LT = DANGE AITUCOG NEWDELHI =

RE YOUR LETTER NAME FROM TICKET REMOVED STOP CAN

USE FOR ASK OR DUBEY STOP ABEILIATION LETTER

REFERRED NEXT ADMINISTRATIVE COMMITTEE =

CHATTERJEE SECRETATRY +

*referred to SDO on 1-5-61*



*Handwritten initials*

INWARD  
CCT  
NBR

INITIALS

1825 2 CHOMZ SANNO

OTAKU

Tomitaro Kaneda

Secretary: All Pacific and Asian Dockworkers' Corresponding Committee

Tokyo  
Japan

Sponsoring Unions:

International Longshoremen's and Warehousemen's Union

Waterside Workers' Federation of Australia

Waterside Workers' and Seafarers' Union of Indonesia

Madras Harbour Workers' Union (India)

Sea and River Workers' Union of the USSR

Council of Trade Unions in Dock Work and Related Industries of Japan

WCL - 22-50

BA 938

Handwritten scribbles and marks

*APPEAL TO THE DOCKWORKERS OF THE PACIFIC  
AND ASIAN REGION FOR A PARTICIPATION  
IN 2ND DOCKWORKERS' CONFERENCE*

---

Dear Brothers,

Recent international developments impose a greater task on the dockworkers and their unions in the Pacific and Asian region, who are determined to fight for the realization of peace and complete disarmament.

Over our heads and over the heads of thousands and millions of people of this region, hang a great and glorious responsibility to firmly oppose war and war preparations, manufacture and testing of nuclear weapons. We are tasked to do our best to establish atom free zones in the Pacific and Asian region.

We dockworkers of this area met in Tokyo, in May 1959, and adopted important resolutions on an improvement of working conditions, peace and disarmament, which are the fundamental conditions for the better life of the workers.

In the past two years, the dockworkers of this region have carried out various activities to improve economic, social and political standards in close unity with the workers of other industries. In the Soviet Union, the 7-hour day has been established for the benefit of the workers, while, in the United States, the dockers uniting with ILWU, have successfully won a mechanization fund to provide against the attack of big business through automation. Militant Australian dockers have made remarkable steps forward in their fight for higher wages, safety and rights.

UNION INTERNATIONALE DES SYNDICATS  
DES TRAVAILLEURS DES TRANSPORTS,  
DES PORTS ET DE LA PECHE  
(DÉPARTEMENT PROFESSIONNEL DE LA F. S. M.)

МЕЖДУНАРОДНОЕ ОБЪЕДИНЕНИЕ  
ПРОФСОЮЗОВ ТРУДЯЩИХСЯ ТРАНСПОРТА,  
ПОРТОВ И РЫБНОГО ПРОМЫСЛА  
(ПРОИЗВОДСТВЕННЫЙ ОТДЕЛ В. Ф. П.)

TRADE UNIONS INTERNATIONAL  
OF TRANSPORT, PORT AND FISHERY WORKERS  
(TRADE DEPARTMENT OF THE W. F. T. U.)

UNION INTERNACIONAL DE SINDICATOS  
DE TRABAJADORES DE LOS TRANSPORTES,  
PUERTOS Y PESCA  
(DEPARTAMENTO PROFESIONAL DE LA F. S. M.)

SECRETARIAT:  
JÁNSKÁ 100  
PRAGUE I. — TCHÉCOSLOVAQUIE  
TÉLÉPHONE: 67856

Ref. 2958

Dear Brother,

We have deposited on the account of the  
A.I.T.U.C. in the National and Grindleys Bank £ 200 (Ster-  
ling) for the National Federation of Indian Road Transport  
Workers for its publication work.

Yours fraternally,

*S. Chatterjee*  
Satish Chatterjee,  
Secretary.

*When? We have  
not. no service  
in the bank in 1961  
S. Chatterjee*

Prague, April 10, 1961

859/17-4

Bro. S. A. Dange  
President,  
National Federation of India  
Road Transport Workers,  
4 Ashok Rd  
New Delhi  
India



✓  
Dear Brothers,

✓  
It is a great pleasure for me to be with you and to be able to convey your Conference the fraternal and warmest greetings from our Trade Unions International of Transport, Port and Fishery Workers, on behalf of the nine million workers whom it represents, and to wish your work every success.

I would also like to thank the Organising Committee of your Conference for having fraternally invited our Trade Unions International to participate at your debates and for permitting me to take part in a discussion which concerns all dockers' unions all over the world.

For different reasons a Conference like yours is a very important event both for the dockers and for the entire trade union movement.

It is important, first of all, because the trade unions represented here belong to the most responsible and the most representative dockers' organisations in this part of the world which is a region where the working class and especially the dockers take an active part and have a heavy responsibility in the common struggle of the international working class in unmasking the belligerent imperialist provocations, in defending and consolidating peace, national independence of the peoples and democracy and in improving their living and working conditions.

The workers throughout the world follow and support your struggles with fraternal sympathy. Our Trade Unions International has on many occasions manifested and reaffirmed during its recent International Trade Conference its full support

- for the heroic struggles of the Japanese people in which the dockers have taken such an important part against atomic rearmament

of Japan, against the Japan-U.S. Security Pact and against Eisenhower's arrival in Japan,

- for the struggle of the workers and people of Indonesia, the liberation of West Irian where Dutch imperialism, supported by American imperialism, is trying to maintain and strengthen its domination,

- for your struggles in Australia, in the United States, in Japan, in Singapore and elsewhere for the improvement in your wages, for the defence of your liberties and against the attacks of capitalist modernisation on your working conditions and on your employment.

The united character of your Conference where organisations affiliated to the WFTU as well as those belonging to the ICFTU are represented to study common problems, to work out a line for common actions and to make their class solidarity more effective, is an event from which many lessons can be drawn and which promises new victories for the entire international labour movement.

The fact that trade unions from highly industrialised capitalist countries, from less developed capitalist countries and from countries that have freed themselves from capitalism have fraternally met at your Conference, offers an opportunity to confront national experiences and to work out a line for more and more profitable agreements between the dockers' unions throughout the world.

Our Trade Unions International which considers as one of its fundamental tasks to promote contacts between the trade unions in different countries and through them the spirit of mutual understanding and unity of action of all transport and dock workers throughout the world, warmly supports the initiative of a united Conference such as yours.

And in view of the importance of the problems on the agenda of your Conference I am convinced that it is bound to draw the attention of the dockers' unions in all countries to its work. These problems which are most serious and urgent are in the minds of all the dockers' unions of the Pacific and the Asian regions-- as stressed in the opening report and the different statements held so far - and, despite local differences, they also rank among the most important problems of the dockers all over the world.

The discussions and the conclusions of your Conference and the experiences of your struggles are bound to interest your brothers in other parts of the world, and vice versa, the experience and solidarity of the international working class movement can help the dockers' unions in the Pacific and Asian region to find the best solutions for their own problems and to contribute to the success of their struggles.

The attention of our Third International Trade Conference held in Budapest in May centered around the problems on the agenda of your regional Conference in a more general manner and <sup>were</sup> ~~I would~~ ~~dealt with by its Technical Commission of Dockers.~~ ~~like to inform you quite briefly about the position of our Trade Unions International concerning these points as specified by our International Conference.~~ The Conference had a broad, united character <sup>also/</sup> as it was attended by 56 non-affiliated organisations with the same rights as the affiliated organisations; more than 14 million workers in our trades were represented at our Conference.

We are convinced that the struggle for peace remains the most important task of the trade union movement. The IFTU, born in 1945,

out of the need felt so deeply by the workers during the World War to unite and to organise the forces of the world working class to safeguard peace and promote social progress and to give the international working class the means to unite its forces in the struggle against imperialism and for peace, has always remained faithful to its aims and to its pledge given in London in 1945.

In the present phase of balance of forces in the world, while important changes are taking place in favour of socialism and the world working class, the unity of the working class, its organisation and its permanent mobilisation are decisive to bring the belligerent imperialist provocations to a failure and to enable mankind to avoid a third world conflict.

The imperialist states, led by the U.S. imperialists, did not give up their plans. They are trying by all means, by subversions, murder and colonial wars to check the development of struggles for national liberation; they carry on with their arms race and sabotage the negotiations on disarmament.

It must be stated that we are meeting serious obstacles in our effort to unite as many trade union organisations as possible in campaigns for peace, for disarmament and for the eradication of colonialism. It must be stated that the ITF leaders obstinately turn down all our proposals and all opportunities for joint action.

But what counts in the end and what determines the possibilities to make progress on the road to national and international unity between the trade unions is their attitude towards the monopolies and the policy they pursue. And the ITF did not set itself the task to gather all the transport workers in the struggle against the monopolies, against imperialism and colonialism.

But we cannot accept the split in the trade union movement and still less the refusal to act jointly on behalf of peace which is an objective help given to the monopolies' exploitation and do-



mination. This is deeply felt by millions of workers world and the fact that your Conference has put it on it is a new proof of it.

There is a growing number of trade unions, and especially of dockers' unions, <sup>who</sup> regardless of their international affiliations are opposed to the aggressive policy of the monopolies and to the arms race which is an economic burden crushing the working people and menacing mankind with a terrible atomic conflict. The unions render an ever more active and effective support to the workers and the people who have become victims of imperialist aggression or interventions.

We think that it is the task of the working class and of its trade unions to develop on broader lines the existing trends for unity of action and for international solidarity in order to render the indispensable struggle against imperialism and for peace more effective. *and to make progress on the road to the reunion of the international trade union movement*

We are convinced that it is possible for the trade unions of our categories all over the world and first of all in certain parts of the world - regardless of their international affiliations to agree on a pact on behalf of peace, on the prohibition of atomic weapons, on universal and complete disarmament, on the evacuation of imperialist military bases which are a permanent danger for peace and which are, at the same time, an attack on the national sovereignty of the people, for peaceful co-existence between the states with different economic and social systems.

Another important problem examined by your Conference concerns the attitude of the dockers' unions to capitalist mechanisation.

*In these countries where monopolies are in power, technical*  
~~This problem is of course not a specific dockers' problem:~~  
*progress serves only their own profits.*  
~~as it also concerns all the other categories of workers.~~

The increasing mechanisation of loading and unloading operations in port, *in capitalist countries* and the rapid introduction of different devices which reduce the necessary manpower and the total amount of wages have brought about a reduction in the number of dockers and of the paid hours of work.

In our opinion this development makes united action more urgent in order to:

- increase wages and fix guaranteed minimum payment of at least 80% of the normal wage for each hour of unemployment,
- reduce working hours without loss of pay,
- get longer paid holidays,
- reduce the retirement age and to increase old age pensions,
- improve working conditions and protection against work accidents.

But the rightful claims that the trade unions submit in order to protect their members from these disastrous results of capitalist progress can only lessen these effects partially and provisionally.

The constant struggle, waged by the trade unions in capitalist countries against the programmes and the realization of modernisation and technical innovation of transport before these plans could be carried out with all their disadvantageous results is a struggle against the capitalists' action, when they try to consolidate their power by organizing technical progress exclusively in the interest of their own purposes.

This action of the trade unions helps the general movement of the working class in the struggle which has as its permanent aim to replace the power of the monopolies by the power of the workers.

To the transport workers in the socialist countries the rapid development of technique means new social achievements, a constant and general rise in the living standards, a reduction in the hours of work and a reduction or suppression of taxes. This, too, illustrates the moral and material superiority of a regime where the exploitation of man by man has disappeared and technical progress is at the service of the whole of society.

That is why the workers of the socialist countries, the owners of the means of production who know that they are to benefit in one way or another from the results of increased productivity and technical development take part as equal partners with the managements of the enterprises in stepping <sup>up</sup> productivity and developing technique.

The demands and the struggles of the dockers in the under-developed countries of Asia are followed by our Trade Unions International with great interest and solidarity. Many countries in this part of the world have acquired their political independence in the recent years. New prospects are opening for a development of economy and traffic between the ports of these countries. However, the dockers, despite their heavy tribute in the struggles for national liberation, see their trade union rights and democratic liberties seriously attacked while their living and working conditions remain precarious.

It is indispensable to ensure the effective support of all dockers' unions in the Pacific and Asian region and throughout the world for the struggles of the dockers of these countries for the eradication of colonialism, for the eviction of foreign monopolies who often control their industry, for an end to the neo-colonial manoeuvres as well as for the struggles for their own class interests to improve their economic and social conditions, to defend and extend their trade union and democratic liberties.

Dear Brothers,

Your Conference testifies to the deep changes that are taking place in the international trade union movement where the desire to act jointly to safeguard peace and to ensure the happiness of mankind is growing every day.

We are convinced that the decisions taken by your Conference will not fail to raise the spirit of solidarity and the vigilance of the dockers of the Pacific and Asian region against the provocations, programmes and activities of imperialist monopolies.

We feel sure that by raising the level of unity of action and class solidarity of the dockers in this part of the world their unity with the international working class will also be strengthened.

The platform for joint action which will come out of your Conference will thus open the road to new victories of the dockers of the Pacific and Asian region and to new victories of the world working class.



5

✓

May 3, 1961

Dear Com.Guruswamy,

Your letter to Com.Sriwastava and the telegram.

We had arranged for the visa and the Air-India Office here, we are informed, has today despatched your passport back to you after obtaining the visa.

We will inform Prague and Budapest about your arrival.

It has not been possible to get the passage of Com.Nambiar arranged.

We wish you a pleasant journey.

With greetings,

Yours fraternally,

  
(M.Atchuthan)

9TH MAY 1961

XF

CHATTERJEE

SECRETARY TUI

INTERNATIONAL CONFERENCE TRANSPORT WORKERS  
BUDAPEST (HUNGARY)

NOMINATED NARENGUHA AIRTRANSPORT INSTEAD AYENGAR  
STOP ASK YOUR ROME AGENT IMMEDIATELY ADVISE AIRINDIA  
ISSUE HIS TICKET CARE AITUCONG DELHI

DANGE

6TH MAY 1961

LT

CENTRAL COUNCIL OF TRADE UNIONS  
BUDAPEST (Hungary)

GURUSWAMY PRESIDENT RAILWAY WORKERS FEDERATION PARTICIPANT  
TRANSPORT CONFERENCE REACHING BUDAPEST 1100 HOURS TUESDAY

MAY NINTH

DANGE GENERAL SECRETARY AITUC  
~~ALL INDIAN TRADE UNION CONGRESS~~

5TH MAY 1961

EXPRESS

NAREN GUHA

34/p/2 SURESH SARKAR ROAD

CALCUTTA 10

TICKET ARRANGED CONTACT AIRINDIA CALCUTTA OFFICE

AITUCONG

4TH MAY 1961

LT

FESYMOND

PRAGUE (Czechoslovakia)

GURUSWAMY RAILWAY UNION PRESIDENT REACHING PRAGUE MONDAY

EIGHTH MAY FLIGHT NUMBER OK 515 CZECHOSLOVAK AIRLINES

EN ROUTE BUDAPEST TRANSPORT CONFERENCE

DANGE

175... 50. P. 55—50,000. India  
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By _____	By _____	

X ME N 172NEW DELHI 5 23 DANGE ROOM 372 GREAT EASTERN

TO: \_\_\_\_\_  
HOTEL CALCUTTA 1 =

= ASK NAREN GUHA CONTACT AIRINDIA CALCUTTA STOP TICKET

TRANSFERRED AGAINST PTA EX ROME =AITUCONG=

W R —The name of the carrier if telegraphed should be written after last separated from the text

220

9TH MAY 1961

XF

CHATTERJEE  
SECRETARY TUI  
INTERNATIONAL CONFERENCE TRANSPORT WORKERS  
BUDAPEST (HUNGARY)

NOMINATED NARENGUHA AIRTRANSPORT INSTEAD AYENGAR  
STOP ASK YOUR ROME AGENT IMMEDIATELY ADVISE AIRINDIA  
ISSUE HIS TICKET CARE AITUCONG DELHI

DANGE





C.-3

220



A. I. T. U. C.  
Received 1256/8-5-61  
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INDIAN POSTS AND TELEGRAPHS DEPARTMENT

Received here at \_\_\_\_\_ H. \_\_\_\_\_ M.



X SC P723 MADRAS 6 22 AITUCONG NEW DELHI =

MET KALYANASUNDARAM AND HE SUGGESTS NAMBIAR FOR TRANSPORT

INTERNATIONAL SINCE GURUSWAMI IS GOING STOP INTIMATE DECISION

GOLDENROCK = THANGAMANI =

*File  
Mrs  
9 May*

The sequence of entries at the beginning of this telegram is—class of telegram, time handed in, serial number (in the case of foreign telegrams only), office of origin, date, service instructions (if any) and number of words.

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220



A. I. T. U. C.  
Received... 1173/3-5-61  
Replied...



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No. 1628

Received here at

X NL - P 317 MADRAS 3 8 AITUONG NEWDELHI =  
PASSPORT REFUSED DO NEEDFUL = IYENGAR =



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1484

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A. I. T. U. C.  
Received 1174/3-5-61



*WMP*

Received here at H. M. No.

X LF 50 MADRAS X 3 21 AITUCONG NEW DELHI =

: NAMBIAR PASSPORT POSTED TODAY FOR DELHI HUNGARIAN VISA

PLEASE WIRE APPROVAL HIS SUBSTITUTION FOR IYENGAR = GURUSWAMI



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INDIAN POSTS AND



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To \_\_\_\_\_  
By \_\_\_\_\_

Office-stamp

Handed in at (Office of Origin)	Date	Hour	Minute	Service Instructions	Words
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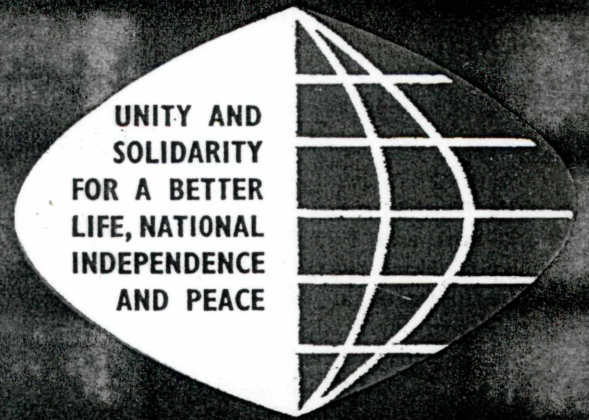
TO \_\_\_\_\_  
Keed. here at \_\_\_\_\_

REACHING PRAGUE MONDAY NIGHT FROM BOMBAY BY CZECHLINE REACHING  
 BUDAPEST NINTH MAY MORNING EARLIER CONNECTION ADVISED IMPOSSIBLE PLEASE  
 EXPEDITE MY VISA = GURUSWAMI

*[Handwritten signature]*



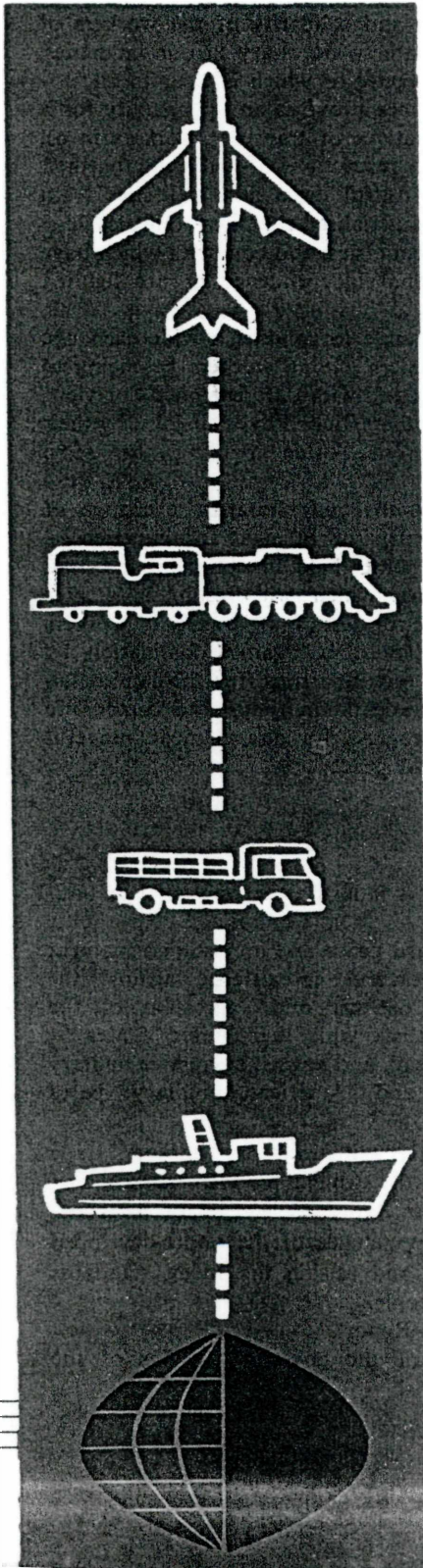
**3rd INTERNATIONAL  
TRADE CONFERENCE  
OF TRANSPORT, PORT  
& FISHERY WORKERS**



BUDAPEST

MAY 9-13, 1960

***This Conference is Yours!***



**New Affiliations**



**Good Preparations  
for the Conference**



**Rail Transport  
and the Monopolies**

TRADE UNIONS INTERNATIONAL OF TRANSPORT,  
PORT AND FISHERY WORKERS  
JANSKA 100, PRAGUE 1, CZECHOSLOVAKIA

# TRANSPORT, PORT AND FISHERY WORKERS OF ALL COUNTRIES AND TRADE UNION AFFILIATIONS

## THIS CONFERENCE IS YOURS

The Third International Trade Conference of Transport, Port and Fishery Workers is to be held in Budapest, Hungary, from May 9-13, 1961.

The International Trade Conference is the highest authority of our Trade Unions International. Consisting of representatives of all of its affiliated organisations, it is the Conference which decides the policy for all the future activities of the T.U.I., and elects its leading bodies.

It will be an important trade union event, not only for the nearly 10 million organised members of the T.U.I., but for all workers in our industries throughout the world, whose class interests, whose main interests, have been constantly defended by the T.U.I. since it was founded.

The proposed agenda is in line with the problems uppermost in the minds of the transport, port and fishery workers the world over. It tackles all the problems today of most concern to their trade unions. It mirrors all the demands around which their current struggles are revolving. It asks the basic question—which must be answered if their demands are to be won—how to achieve common action and organise more effective class solidarity among all trade unions in our industries?

The Administrative Committee of the T.U.I. has decided that the Conference will be open to all properly accredited representatives of railwaymen, dockers, seamen, fishermen, road, air, river and urban transport workers of all countries, whatever trade union they may belong to.

All will be able, with equal rights, to take part in the discussion and voting on the items on the agenda, except, of course, those relating to the election of the leading bodies of the T.U.I.

The general conditions in which our Third Inter-

national Trade Conference is to be held are particularly favourable to finding a solution to the problems affecting the basic interests of the workers. The balance of forces is changing more and more strongly in favour of socialism and the world working class, who are now the world's main, most decisive power.

United action and international trade union relations are making further strides forward. The transport, port and fishery workers are particularly in favour of developing the unity and solidarity of the workers of all countries, which are so necessary in our industries, the international character of which is clear to all.

Our Third Conference provides an opportunity for a meeting of representatives of transport workers in all countries, without any restrictions. It will bring together, in a fraternal and fruitful discussion, delegates from socialist countries, industrialised capitalist countries, less-developed capitalist countries, and countries which have just won their national independence or are fighting to obtain it.

It will make it possible to conduct a wide exchange of views and experiences among workers belonging to different trade unions and with different points of view, but who are class brothers, linked by their jobs, by their basic common interests, often fighting the same exploiters.

There is no doubt that this fraternal exchange of views, this broad comparison of ideas and experiences, will bring out standpoints held in common and lead to common decisions, which will result in greater effectiveness in the struggles of all transport workers against capitalist exploitation, against domination by the monopolies over our industries, for the liquidation of colonialism, for trade union rights and democratic liberties, for social progress, for disarmament, peaceful co-existence and world peace.

### CONFERENCE AGENDA

1. Role of the T.U.I. in promoting unity of action and solidarity among transport, port and fishery workers to:
  - increase their wages and improve their living and working conditions,
  - fight the disastrous consequences of capitalist concentration and rationalisation,
  - reduce hours of work without loss of pay,
  - guarantee effective recognition for, and the defence and widening of trade union rights, the social role played by the trade union and working class and democratic freedom,
  - plan transport policy to conform with the interest of the mass of the people,
  - resist the power of the monopolies in the

transport industries actively and continuously,  
—safeguard peace and impose disarmament and peaceful co-existence against the policy of war and aggression of the imperialists with the United States at their head, and against aggressive military pacts and American military bases abroad.

2. Contribution of transport workers' trade unions to the struggle for the eradication of colonialism, the consolidation of the economic independence of the under-developed countries and raising the living standards of the people.
3. Auditors' Report.  
Election of the governing bodies of the T.U.I.



## FIRST PREPARATORY STEPS TAKEN IN VARIOUS COUNTRIES

The Administrative Committee's appeal to all transport, port and fishery workers has been printed, in the form of leaflets, in French, English, Spanish, German, Swedish and Japanese.

In **Chile**, the Railwaymen's Union published the appeal in its paper "El Riel".

In **India**, the Union of Road Transport Workers printed it in the form of leaflets in Hindi, and also in its official publication.

The appeal has also been widely circulated in Tamil, in the paper "Thozhilarasu", the organ of the Dakshin Railway Employees' Union.

## COLOURED POSTERS AND POSTCARDS

The **Czechoslovakian** Transport Workers' Union has printed posters and postcards in colour, in thousands of copies, in French, English, German and Spanish. These posters and postcards are to be sent to trade union organisations of different countries for use in publicising the conference.

In **Cyprus**, a special joint meeting of the administrative committees of the Transport Workers' Union and the Dockers' and Porters' Union was held in Nicosia on February 8, to examine preparations for the Conference. The following decisions were taken:

(a) to publish the resolutions of the ninth session of the Administrative Committee;

(b) to organise discussions on the items on the Conference agenda at mass meetings and meetings of members;

(c) to publish special leaflets which will be distributed among workers belonging to these unions and to non-members.

In honour of the Third Conference the trade unions have decided to carry out the following organisational tasks:

—to increase their membership;

—to increase unity and united action;

—to bring up to date all members' dues by the time of the Conference.

## THE POWER OF THE MONOPOLIES OVER THE TRANSPORT INDUSTRIES

In many countries the various modes of transport and their development and modernisation plans are firmly subordinated to the economic interests and military

programmes of the monopoly groups. We shall here take only a few facts and make a few comments.

### RAIL TRANSPORT AND THE MONOPOLIES

The construction of railways seems to be a natural, democratic, cultural and civilising enterprise. In reality, the thousand threads that bind this enterprise to the means of production, to large-scale production, to the monopolies, trusts and cartels, have made it into an instrument for oppressing the peoples of the dependent countries and the working class of the industrialised countries.

In the **United States**, the main bastion of modern imperialism, the railways belong directly to private capital. Generally speaking the owners are limited companies, some of which are among the biggest companies in America, for example the Pennsylvania Railroad Company, with a capital of 2,963 million dollars and 12 million dollars net profits, or the New York Central Railroad Company, with a capital of 2,696 million dollars, both of which are among the 15 "giants" of the United States.

These companies are directly linked up with finance capital. The Morgan group not only dominates U.S. Steel, General Electric, and Kennecott Copper, making it the biggest steel trust, the biggest electrical engineering trust, and the second biggest copper trust, but it extends its tentacles over 11 railway companies. The Kuhn-Loeb group has established a dominant position in 13 railway companies, and so on.

The railway companies are a source of substantial

profits for Wall Street (303 million dollars in the first nine months of 1960, 682 million dollars in 1958, three times more than in 1948). They are also an instrument of economic domination. The networks reach agreements among themselves on different rates for transporting goods. But no more in the United States than anywhere else can the interests of the nation be identified with those of the monopolies—these rates have been systematically favourable to the transporting of manufactured goods from the industrial towns of the North-East, helping the biggest monopolies to crush their competitors, but to this day discouraging the setting up of industries in the South and West.

The networks are becoming more and more concentrated. The Inter-State Commerce Commission (I.C.C.), a government body, has in theory the job of defending the railways from the greed of the monopolies and protecting their character as a public service, but the law permits it to oppose only mergers "clearly against the public interest". In fact, the I.C.C. has neither the wish nor the means to resist the powerful American Railway Association.

The complete power of the monopolies is a serious matter for railwaymen. Network mergers at present being considered would alone mean 50,000 dismissals in the near future.

Intensive capitalist modernisation, rationalisation and

## EARLY SUPPORT FOR THE CONFERENCE

Every day the Secretariat of the T.U.I. is receiving further acceptances of the invitation to take part in the Conference, and messages of support.

Big organisations not affiliated to the T.U.I., in Japan, India, various Latin American, African and European countries, have written to us to tell us of their interest in the problems on the agenda.

Many have already accepted the invitation sent to them to take part in the Conference, such as the **Moroccan Trade Union Confederation (U.M.T.)**, the **Maritime Transport Workers' Union of Zanzibar**, and from **India**, the **Dakshin Railway Employees' Union** (the result of a recent amalgamation between the two most powerful railwaymen's unions in Southern India), the **Bombay Dockers' Union** and the **National Union of Road Transport Workers**.

From the **Mali Republic** the General Secretary of the **Railwaymen's Union** (an organisation not affiliated to any international body) has written, recalling "the effective solidarity and unconditional support which the

workers of the colonial countries have always received from the Trade Unions International". He goes on to say:

"We have decided to accept this invitation, convinced that at this Conference there will be a serious and thorough examination of all the questions affecting the well-being of the workers in our industry, and peace..."

The **Union of Transport Drivers of Milk Products of Peru** has written saying:

"We have heard from other transport workers' unions of the preparation of the **Third International Conference of Transport, Port and Fishery Workers** at Budapest. We should like, first of all, to wish the Conference every success... Our union was only recently formed, and is still in the organisational period, but we are nevertheless anxious to co-ordinate as fully as possible the struggle for the interests of the transport workers, and we should be glad to send a delegate to your Third Conference."

## NEW AFFILIATIONS TO THE T.U.I.

While preparations are going ahead all over the world for this great united meeting of transport, port and fishery workers a number of organisations have expressed their confidence in our Trade Unions International and their support for its policy of unity and working class solidarity, by applying for membership of our T.U.I.

We are happy here to extend a welcome to our brothers in the **Cuban Maritime Transport Workers' Union**, who write to us:

"The special Congress of our organisation took this decision unanimously, in order to express concretely the international working class solidarity of all Cuban

workers. We take this opportunity to express our sincere gratitude for all the solidarity and help which your international organisation and the **W.F.T.U.** have given and are giving to the Cuban people in their struggle against the bloody Batista dictatorship, and now against United States imperialism."

We also extend greetings to the **Cuban Railwaymen's Union**, the **Indian National Union of Road Transport Workers** (which now covers workers in nationalised and private road transport), and the **Union of Taxi Drivers, Self-Employed Drivers and General Workers of the Island of Mauritius**, who have also applied for membership of the T.U.I.

## GOOD PREPARATIONS FOR THE CONFERENCE

The success of the Conference depends to a large extent on how well it is prepared, and primarily on being widely publicised.

It is essential for all affiliated and supporting organisations, all supporters of unity, to help us in making the aims and character of this Conference widely known.

The Conference should be prepared in the widest possible unity, and among the rank and file, in every depot, station, workshop, garage, ship and port.

The Administrative Committee of the T.U.I. has urged trade union organisations in this preparatory period:

—to increase and expand the inter-change of delegations as well as bilateral and multilateral agreements among national and local organisations of different countries and of different affiliations;

- to strengthen trade union organisations and intensify trade union recruiting;
- to publicise as vigorously as possible among the workers in our industries the great economic, social and cultural strides made by their brothers in the socialist countries;
- to link the preparatory work for the Conference as much as possible with the concerns, precise demands and struggles of the workers.

This **SPECIAL BULLETIN** will appear every month until the Conference. It will help you in this work:

- by giving information about progress made in preparing the Conference in the different countries;
- by publicising forms of action taken in the preparations;
- by giving illustrations of the problems which will be under discussion at the Conference.



consolidation already carried out have reduced staff by 532,000 since 1951, an average of 1,000 jobs disappearing every week for ten years!

The railwaymen's unemployment insurance fund on September 30, 1960, showed a deficit of 105.4 million dollars. Unemployment benefits can now be paid only through loans from the pension fund.

The average wage of American railwaymen is about 109 dollars a week, which is well below what the Minister of Labour himself has estimated to be necessary for a worker's family with two children to be able to have a "modest but decent life", a level reckoned at 117 dollars in general and 126 dollars in big towns like Chicago, Seattle and Washington. The railwaymen view as an insult the two per cent increase given them last July.

While wages have nominally risen by 14 per cent since 1947, productivity has risen by 64 per cent, according to I.C.C. statistics. The total wages bill is going down all the time, dropping by six per cent between 1956 and 1959.

In other highly industrialised countries, in **Western Europe**, and **Japan**, for instance, the railways have almost all been nationalised. They belong directly to the State, as in the case of the German Federal Republic or Italy, or to companies, as with the National Railways Company in France, in which the State holds the absolute majority of shares.

But in these countries also the power of the monopolies, through the State machine, in fact keeps the nationalised railways at the service of the class interests of the monopolies. (The latter, generally speaking, obtain for themselves, through the governments anxious to please them, preferential rates for the transport of their own goods, further reduced rates for the transport of complete wagons and trains, for goods going to and leaving special branch-lines or on wagons belonging to the trusts, etc.)

The presents given in this manner represent an enormous cost to the railways, that is to the railwaymen and tax-payers. In the case of the French Railways Company, for example, these scandalous free gifts amount to 200,000 million old francs a year.

On the other side of the picture, the trusts make the nationalised railways pay the full price for the various materials and equipment they purchase.

Again speaking generally, the railways are also "adapted" to the monopoly-run economy. Unprofitable lines are closed down and modernisation investment reserved for the lines serving regions with a heavy industrial concentration, the main concern of the railways administration being to cut costs, rationalise and modernise, in order to be able to give increasing economic benefits to the monopolies.

At the same time, the closing down of so-called "unprofitable" or "secondary" lines helps the monopolies to strengthen their domination, to get rid of small and medium-sized enterprises which cannot acquire the necessary transport for their raw materials, their products and their workers. The concentration of railway networks therefore leads to the de-industrialisation of whole regions, and prevents the economic development of vast "under-developed" areas.

The character of the railways as a public service is

deliberately sacrificed to the economic and political interests of the monopolies. In Italy, the five-year plan for the railways channels investment solely into the main lines linking Italy with the European Common Market countries, and proposes to close down the lines "run at a loss" or to hand them over to private transport enterprises.

In Western Germany the whole railways policy is aimed at securing the domination of the German trusts in the Common Market and implementing the aggressive plans of the Bonn Government and N.A.T.O. against the socialist countries.

For the railwaymen in all these countries this policy means mass cuts in the number of workers employed (usually by not hiring new workers, which has the further result of raising the average age of railwaymen and blocking promotion), a lowering of skilled status, increased productivity, often due to excessive intensification of labour, giving rise to accidents, and premature old age for the workers.

This increase in productivity is always very much higher than increases in the purchasing power of wages which sometimes take place, and this is one of the main factors in the worsening situation of these workers.

**In the under-developed countries** transport, and railways in particular, did not come into existence because of the needs and for the development of these countries themselves. They are the products of colonisation and semi-colonisation, designed to bring from the point of production to a port the freight (minerals, phosphates, oil-seed, precious woods, agricultural produce, etc) which will be transported in foreign ships to foreign markets. They have been built so as to help in plundering coveted wealth, and to subjugate and secure political and military domination by the colonial powers.

The four railway networks of what used to be French West Africa, the Dakar-Niger, Conakry-Niger, Abidjan-Niger and Benin-Niger lines, represent paths of penetration and not a real railway network. In Nigeria, which possesses the longest railway network in West Africa, there is no East-West railway line in the whole of the South of the country, and here again we see how the lanes of transport were designed to take agricultural and mining products out of the country.

In the majority of Latin American countries, politically independent but kept in tight subjugation by the United States monopolies, transport, including the railways, have been an instrument of political and economic domination. We should remember that the railway lines in Central America (Guatemala, Honduras, Nicaragua, Costa Rica, San Salvador) belong to the United Fruit Company, who also possess a sixtieth of the ships, and control everything down to the trams in a number of Central American countries. Presidential rates are granted to U.S. monopolies on the nationalised railway lines of South America, in Chile, Brazil, Argentina and so on.

The consequences of this situation are disastrous for the financial equilibrium of the enterprises, for the nation as a whole, and for the railwaymen in particular. In Argentina, the recently signed agreement between the government and the International Monetary Fund, a real instrument of economic exploitation and political

domination by the American monopolies, provides for the dismissal of 60,000 railwaymen.

### International Concentration

Sea and air transport in these countries is even more generally in the hands of foreign and international monopoly companies. The enormous Unilever trust controls, through the Elder Dempster Lines and Palm-Lines, a substantial part of the sea transport in West Africa.

Air companies like the Venezolana de Aviacion, the Mexicana de Aviacion and Panair do Brasil, are purely branches of the American Pan-American Airways trust.

Road transport itself is often in the hands of monopoly capital and to a large extent remains a tributary of the international car, oil and rubber trusts.

In Morocco, five years after the return of independence, the Moroccan Transport Company (C.T.M.) is still (like power supplies) in the hands of the Banque de Paris et des Pays-Bas, which shares control of the Moroccan economy with the Rothschild group. In Tunisia the French capitalists, although they have had to surrender the operation of certain services which were granted to them under the protectorate (particularly the railways), still possess the main coach services, air transport and to some extent sea transport.

The monopolies, in fact, do not easily give up their prey. They try to preserve, in more or less camouflaged forms, their control over industries which are basic from the economic and strategic points of view. Knowing the needs of these countries in the fields of equipment and technical aid, the imperialists try to dictate their economic and political conditions for this aid.

### A Current Concern of the whole Trade Union Movement

Today, however, the workers and trade unions can see more clearly the need to put an end to the power of the monopolies over transport. In France, for example, the C.G.T. railway workers' union has continuously exposed the subjection of the nationalised railways to capitalist interests; a joint press conference held by the C.G.T., C.F.T.C., the independent supervisory staffs union and the C.G.C. in February 1959 exposed the scandal of preferential rates. Railwaymen are everywhere seeing more and more clearly that these privileges granted to the monopolies are the real reason for deficits, by which the attempt is made to justify regressive social measures and rationalisation for which railwaymen have to bear the costs.

Growing capitalist concentration in air and sea transport, ranging from simple commercial agreements to complete mergers in powerful international trusts, and the concentration of road transport financed by the big automobile monopolies, mean new dangers for the workers in these industries, and underline more clearly

the need for co-operation and agreement among the trade unions internationally.

Today, not only have many colonial countries gained their political independence or are preparing to obtain it, but the peoples are demanding more and more strongly in Africa, Asia and Latin America, where the Cuban revolution has created a new situation, that all vestiges of colonialism must be rooted out.

They are demanding the implementation of plans for rapid economic development, the only sound basis on which they can consolidate their national independence and improve the wretched standard of life they have inherited from the colonial system. The re-organisation and development of a transport system freed from control by foreign monopolies are a vital condition for the economic development and real independence of these countries.

The trade unions are facing up to the situation. The 2nd Conference of Transport, Port and Fishery Workers, held in Bucharest in 1957, underlined the fact that: "the subordination of the means of transport to the needs of foreign monopolies holds back national economic development, an indispensable basis for raising the standard of living of the population," and that "national independence and full sovereignty for the peoples over all the wealth of their countries, including transport, are basic conditions for the economic development of the countries which have just won their independence or are fighting to win it."

The African organisations which took part in the I.C.F.T.U. Conference in Tunis last November underlined the fact that "colonial economic structures continue to dominate and hamper the raising of the living standards of the workers" and considered that "effective measures must be taken to achieve the real decolonisation of this continent." They stressed the need to "create air, land, sea and rail companies to make inter-African trade easier, and to put an end to the disastrous activity of the monopolies under the flags of the colonialist powers."

The 3rd International Trade Conference of Transport, Port and Fishery Workers will make it possible to hold a wide-ranging and serious examination of these problems, and compare ideas and experience in the different countries.

It will clarify the tasks of the trade union movement in the general struggle of the working class and the peoples to resist and end domination by the capitalist monopolies over the economic and political lives of many countries.

It will strengthen unity and class solidarity among the transport, port and fishery workers throughout the world in their common struggle against exploitation, for the ending of colonialism, for social progress and world peace.

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REPORT  
OF  
ALL PACIFIC & ASIAN DOCKWORKERS  
CORRESPONDING COMMITTEE

(June 15 - 17, 1961)

Prepared by

Tomitaro Kaneda  
Secretary



Dear Brother Delegates,

Allow me to report on the activities of the all Pacific and Asian Dockworkers' Corresponding Committee during the past two years since its foundation, in September 1959,

The past two years were the year of great changes and development of situations, not only in the Pacific and Asian region but in the world.

On May 11, when our First Conference was held, the Conference of Foreign Ministers of East and West took place for the purpose of paving a path for U. S. - U. S. S. R. Summit talks slated in May 1960, with a view to lessen international tensions in those days.

However, the proposed Summit talks proved abortive due to the fact that the espionage flights of American U2s over the territory of the Soviet Union in May 1960 was exposed. The international situation became acute again, in which American imperialism plotted various political military interventions into South Vietnam, Laos, Cuba, South Korea, etc.

The continuous support of American imperialism for Japanese militarism, for French, Belgian, Dutch colonialists to carry out its aggressive war plans, its plot of nuclearizing National Defense Forces of Germany have given threats to the peace of the world.

However, the world situation is definitely more favorable for the working class of the world as is seen in a steady development of economical, social and political struggles of the workers of the capitalist countries, creative, striking advancement in productivity and elevation of conditions of the workers of socialist countries, as well as upsurge of militant struggles for national independence and liberation of the workers and people of the colonial countries.



Let me take this opportunity to explain about the struggle of the Japanese people against the new Japan-U. S. Security Treaty. The reason why I want to deal with the question here is that, in the reactions' attempt for Pact revision, we can clearly see a pattern of their shameless efforts to maintain and strengthen their dignity and domination over suppressed people.

As you have already known, the anti-Security Treaty revision struggle was a prehistoric, united action of the Japanese people and workers. They wanted to check the attempt of the Kishi Government to ratify the Security Treaty, which was, signed in Washington between Kishi and top leaders of the U. S. Government. Prior to this, the then Prime Minister Kishi narrowly escaped the eyes of ~~THE~~ the people, on January 16, 1960, to go to the United States for the signing of the revised Treaty.

Overriding the democratic rules of parliamentarism, the Kishi Government forcibly had the new Security Treaty ramed through the Lower House, with none of the Opposition Party members present on the floor. Public opposition to the Diet approval of the new Treaty was so strong that 23 waves of nationwide united action were taken place during the months of May and June

The struggle was spearheaded by the workers of the country closely joined by various strata of the people. For instance, National Scholars' Association decided to fight against the Treaty revision on June 3, hand in hand with the workers, and on June 4, men of culture, film stars, dramatists also stood up with firm determination to support the general strike slated on June 4, as many as 5. 6. million people took part in the 16th wave of joint action organized on national basis.

Perturbed by the rapid upsurge of national opposition, Kishi and his clique tried their utmost to have the revised Security Treaty passed through the Diet with force. For this purpose, he requested U. S. President Eisenhower to visit Japan to give a political push for the Treaty ratification.

U. S. Press Secretary Hargarty, who arrived Haneda on June 10 to make advance arrangements, saw with his own eyes the fiery protest of the Japanese people.

Encouraged by Hargarty's visit, however, the police doubled its assaults and violence. On June 15, the demonstrators around the Diet building finally clashed with the armed police and rightwing hoodlums, which caused a death to a girl student of Tokyo University, and injured some 1,000 workers, students, newspapermen, and cameramen. Faced with nation's furious upsurge, Kishi finally issued a statement, on June 19, cancelling his plan to invite Eisenhower to Japan. But, the new Security Treaty was ratified at the upper House on June 22, and Kishi resigned the post of Prime Minister in the raging public opinion against him.



Kishi's Cabinet was succeeded by Ikeda, who was determined to do everything he can to solidify the Security treaty setup in line with his predecessor's policies. Influenced by the propaganda drive through the mass communication media, a certain kind of illusion that "Ikeda might be a bit progressive than Kishi" was nestled in the hearts of the Japanese people. This was a serious mistake. Taking off his mask, he gradually has intensified suppression upon the labor and democratic movements. Instances to show this is the assassination of Inejiro Asanuma, the then Socialist Party chairman, and the oppression upon the working class at the time of spring wage struggle, and the people's action prevention bill this spring.

Toward the end of the Diet session this spring, the Government Party and the Democratic-Socialist Party maneuvered by the Government Party, presented a "Political Terrorist Action Prevention Bill with the aim to deal destructive blow upon the labor movement. The Government forcefully rammed the bill through the Lower House on June 3, without going through normal parliamentary procedures.

Under such circumstances, the national democratic forces headed by trade unions stood up immediately against the government's undemocratic measure, and smashed the bill to pieces on June 6,

I might have dealt too much upon the report on the struggle of the Japanese people. It is because of our conviction that Japanese reactionary forces are the most powerful agents, in the Pacific and Asian region, of the war policies of the American Government, and that we dockers of this area must close our ranks and intensify our vigilance to fight against their vicious measures.

Now I should like to report on the activities of the Corresponding Committee in the past two years by item by item, in sincere hope for your fraternal criticisms and advices on the past and future activities.

#### 1. On organization:

On the basis of the organizational policy set up at the First Conference, the Corresponding Committee has carried out its activities to unite as many dockers of this area as possible irrespective of ideological, religious beliefs and international trade union affiliation.

The Corresponding Committee sent out the report on the activities of the First Conference in a booklet form to the dockers' unions of this area, whose names are listed in the sheet attached with this report. It has distributed DCC News to them monthly.

It was a great pleasure to have a participation of brother dockers and seamen of China in the activities of the Corresponding Committee since September 1959. The Committee has tried its best as widely as possible. The Committee has received monthly publication from the unions which participated



in the First Conference and also from the unions of China, North Korea, North Vietnam, and New Zealand. In addition to these, the Corresponding Committee has frequent contributions from the abovementioned unions. However, these are not yet sufficient.

Further, the Corresponding Committee has heard nothing from the unions in the Philippines, Burma, East and West Pakistan, Thailand and Middle and South American countries., for hope that communication with these countries will be established as soon as possible.

The Corresponding Committee feels very happy to have occasional correspondence from the brother of New Zealand, Singapore, and Ceylon, and their deep interest in the unity question of the dockers of the area.

## 2. Publication Activities

The First All Pacific and Asian Deckworkers' Conference held from May 11 to 13, 1959, resolved among other things to establish the All Pacific and Asian Deckworkers' Corresponding Committee in Tokyo as a liaison center of the dockers of this area and to issue a monthly information bulletin for the purpose of exchanging information among them.

In compliance with the resolution, the Corresponding Committee started preparations for its publication activity in October, 1959. The sources for the DCC News, by which name the monthly bulletin is known, are collected mostly from the trade union press and publications sent from the dockers' unions uniting with the Corresponding Committee -- International Longshoremen and Union, Sea and River Workers' Union of USSR, Waterside Workers' Federation of Australia, Waterside Workers' and Seafarers' Union of Indonesia, Seamen's Union of China-- and also from the national organizations of Democratic People's Republic of Korea, Democratic Republic of Vietnam, etc.

Efforts have been made to pick such articles that deal with (1) the dockers' struggle for better working and living conditions, (2) the movement to strengthen solidarity and friendship among the dockers' unions of this region, (3) and the national and international movement for peace, which is the fundamental prerequisite for welfare and happiness of the workers of the whole world, including dockers, (4) and, in connection with (3), the attack imposed by the capitalist class to smash such world movements.

The Corresponding Committee has written to the brothers of Canada, the Soviet Union, Vietnam, India, Ceylon, New Zealand and Singapore in hopes of getting "fresh, lively" news from their workettes. As to the news of the Japanese dockers, the Corresponding Committee has valuable contributions from the brothers of Zenkoro-kyo, the All Japan Council of Unions in



dockwork and Related Industries. Let me take this opportunity to thank these brother for their fraternal contribution and ask for their further cooperation.

DCC News has been published regularly once a month, with a couple of exceptions since October, 1959. We have just sent out No. 19. Japanese edition has also been circulated among the dockers' unions uniting with the Zenkerokyo.

English edition is sent to the Pacific and Asian dockers' unions, and to the friends who have visited the Committee's office, whose names are listed on attached sheets.

As for the contents of the DCC News, please refer to the attached sheets (2). The Corresponding Committee heartily welcomes your criticisms, advice and opinions to improve the DCC News so that it may fully contribute to strengthening friendly ties in our common struggle for better living and working conditions, and world peace.

### 3. Struggles of the Dockers' Unions:

The past two years have been marked with many striking gains by the dockers union of this area. Most noteworthy gains have been the program of the West Coast longshoremen of the United States..ILWU .. to force a sharing of the benefits of the mechanization of dock work now going on, in such a manner as to protect the job security of dockworkers. In Australia, militant waterfront workers have made remarkable steps forward in their fight for higher wages, safety and trade union rights, including their gains in connection with Sundry work which was confirmed as a "Voluntary work".

In Soviet Union, 7-hour day was established for the interest of the working people, and many advancements have been made in China, Vietnam and other countries. We are most happy to hear the detailed reports on these gains from the delegates of each country.

I should like to draw your attention particularly to the fact that friendship has been immeasurably strengthened, and unity action has been organized on some questions. For instance, fraternal, joint actions were carried out at the time of Japanese people's anti-Security Treaty revision struggle in various countries of his regions: the Soviet Union, China, Australia, Indonesia, etc. Five Indonesian trade union leaders were arrested on the charge of organizing action in Indonesia in support for the Japanese people's struggle. The dockers of Australia, India, Indonesia and Japan all stood up in opposition to the entry of Dutch warships, Karel Dorman and others into West Irian, which was planned by the Dutch to intensify military buildup in that island.

The Japanese dockers had warm, friendly gifts from the brother dockers of Hawaii in September 1959. The dockers who were victimized by the tidal waves in the autumn that year



were particularly grateful for these presents. The Hawaiian union is now extending helping hands to dockers of Okinawa.

Australian Ship Painters' and Carpenters' Union has written on the corresponding Committee with regard to the erection of fitting beard for bulk cargoes. Receiving the inquiries from the said union, Japanese dockers' unions have made investigations and found that, it is a vicious custom of some shipping capitalists to force the seamen engage in this dangerous work of erecting fittings on the sea.

As a link of the struggle to liberate the Indians from the dictatorial control of Portuguese Capitalists, Indian dockers have written the Japanese Dockers' Unions to boycott the ships trading with Portuguese capitalists.

#### 4. Exchange of Docker's Union

Unity among the dockers' union of this area has been immeasurably strengthened. The Japanese dockers' representatives have been invited to the Soviet Union and China. Japanese dockers' representatives participated in the 3rd World Conference of the Transport, Port and Fishery International held in May this year through the kindness of Soviet Union, which contributed a great deal to consolidating ties of friendship with the workers of the world engaged in the same industry.

I myself met with Brother Henry Schmitt of the ILWU, when I visited the Soviet Union as a Sobyo May Day Delegation to Moscow. Instances of Fraternal exchanges are many including ILWU's delegates' visit to Moscow, Chinese delegates' visit to Australia and Burma, Australia delegates' visit to Ceylon, etc.

*As follows:*

In summer 1959 and 1960, dockers' delegates of the American, Soviet Union, China, Australia, Singapore, India, who participated in the anti-A and H World Conference visited the office of the Corresponding Committee. Some of them visited Yokohama Port and talked with the rank and file, giving deep impression upon them. They were: Brother William Stimson and Thomas Ford of WWP (1959)..

- a. Brothers Michael Johnson, William Ford and Thomas Yagi of ILWU.
- b. Brothers Bulgakov and Brochov of All Soviet Union Trade Union Council
- c. Brother Chen Yu of ACFTU.
- d. Brother John Beits of WWP, and Mr. & Mrs. Karl Yoneda.
- e. Brother Mansoor Gilani of Bengal Marine Transport Workers' Union.



As Brother Harry Bridges point out at the First Conference, we dockers are employed by one and the same capitalists. Our enemies are common. We know we have powerful weapons to fight against the common enemies. We believe that the second conference will contribute to our future struggle for the improvement of working conditions and for the defence of peace, which is prerequisite to the happiness and better life of the workers of the world.

After sharpened world situation, the Summit talks between Soviet Premier Khrushchev and US president Kennedy was finally realized. But we can not say that the Summit talks were ideal to carry on war preparations and suppression upon the workers under the mask of a progressive leader. Under such circumstances we can not pin hopes upon his regime. But at the same time, it would be a mistake if we underestimate the power of the people who have pushed president Kennedy to consent talks with Soviet Premier Khrushchev. Under such circumstances, it is urgent for the dockers of this region to further consolidate parties, organize unity actions. First and foremost, we must assure that we are faced with the same employers. Secondly, the efforts of the people to strengthen the struggle for the defense of peace and for the halting of aggressive war and its preparations is inevitable, struggle to raise working condition of workers to liberate working class. Continuation of Nuclear tests will destroy millions and millions of innocent people. If nuclear testing is carried on, that would hamper the normal sailing of ships, giving grave danger to the lives of the seamen and the dockers who handle the cargoes. Therefore, we must fight against Nuclear testing, war preparations and any policies that would invite danger of war. We must do our best so that we can make it possible that we will organize unity action among the dockers of this area.

Thirdly, we must organize unity in action among the dockers of this area for the improvement of working conditions, and for the defence of peace.

We have a strong weapons, we are working for the ships which come and go out in the ports along the Pacific Ocean. It is possible for the dockers of the area to organize joint action and carry it out for the attainment of our demands.

- \* Long live the Second All Pacific and Asian Dockworkers' Conference!
- \* Long live international solidarity of the dockers of the world!
- \* Long live peace.

June 15, 1961



UNION INTERNATIONALE DES SYNDICATS  
DES TRAVAILLEURS DES TRANSPORTS,  
DES PORTS ET DE LA PECHE  
(DEPARTEMENT PROFESSIONNEL DE LA F. S. M.)

МЕЖДУНАРОДНОЕ ОБЪЕДИНЕНИЕ  
ПРОФСОЮЗОВ ТРУДЯЩИХСЯ ТРАНСПОРТА,  
ПОРТОВ И РЫБНОГО ПРОМЫСЛА  
(ПРОИЗВОДСТВЕННЫЙ ОТДЕЛ В. Ф. П.)

TRADE UNIONS INTERNATIONAL  
OF TRANSPORT, PORT AND FISHERY WORKERS  
(TRADE DEPARTMENT OF THE W. F. T. U.)

UNION INTERNACIONAL DE SINDICATOS  
DE TRABAJADORES DE LOS TRANSPORTES  
PUERTOS Y PESCA  
(DEPARTAMENTO PROFESIONAL DE LA F. S. M.)

SECRETARIAT:  
NÁM. CURIEOVÝCH 1  
PRAGUE 1 - TCHECOSLOVAQUIE  
TELEPHONE: 67856

T. U. - 8 SEP 1961  
I.R. 3141 Date.....  
File No..... Replied on.....

PRESS COMMUNIQUE

CABLE ADDRESSED BY THE TRADE UNIONS INTERNATIONAL OF  
TRANSPORT, PORT AND FISHERY WORKERS TO THE NATIONAL  
UNIONS OF RAILWAYMEN AND DOCKERS OF BRAZIL:

Prague, September 2, 1961

TRANSPORT TUI WFTU GREET'S BRAZIL WORKERS STRUGGLING  
FOR DEFENCE OF DEMOCRACY AGAINST REACTION AND IMPE-  
REALISM STOP ON BEHALF OF 13 MILLION MEMBERS TUI ASSURES  
YOU OF COMPLETE SOLIDARITY

CHATTERJEE GENERAL SECRETARY

UNION INTERNATIONALE DES SYNDICATS  
DES TRAVAILLEURS DES TRANSPORTS,  
DES PORTS ET DE LA PECHE  
(DEPARTEMENT PROFESSIONNEL DE LA F. S. M.)

МЕЖДУНАРОДНОЕ ОБЪЕДИНЕНИЕ  
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SECRETARIAT:  
NAM. CURIEOVÝCH 1  
PRAGUE 1 - TCHECOSLOVAQUIE  
TELEPHONE: 67856

PRESS COMMUNIQUE

CABLES SENT BY THE TRADE UNIONS INTERNATIONAL OF TRANSPORT,  
PORT AND FISHERY WORKERS (Trade Department of the WFTU)

to the Industrial Federation of Chilean Railwaymen

TRANSPORT TUI WFTU LEARNS WITH INDIGNATION ABOUT ARRESTS  
OF CHILEAN TRADE UNIONS STOP ON BEHALF OF THIRTEEN MILLION  
MEMBERS TUI REAFFIRMS COMPLETE SOLIDARITY WITH YOUR STRUGGLE  
ASKS CHILEAN GOVERNMENT TO FREE IMMEDIATELY ALL ARRESTED  
TRADE UNIONISTS AND SATISFY YOUR JUSTIFIED DEMANDS STOP  
TUI APPEALED TO ALL AFFILIATED AND FRIENDLY UNIONS IN THE  
WORLD TO MANIFEST THEIR ACTIVE SOLIDARITY AND TO PROTEST  
TO CHILEAN GOVERNMENT AND EMBASSIES

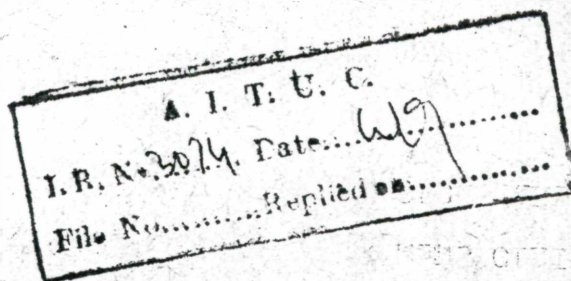
CHATTERJEE GENERAL SECRETARY

to the President of the Chilean Republic

TRADE UNIONS INTERNATIONAL OF TRANSPORT PORT AND FISHERY  
WORKERS VIGOUROUSLY PROTESTS ON BEHALF OF ITS 13 MILLION MEM-  
BERS IN SOLIDARITY WITH CHILEAN RAILWAYMENS STRIKE AGAINST  
ARBITRARY ARREST OF TRADE UNIONISTS STOP TUI DEMANDS THEIR  
IMMEDIATE RELEASE RESPECT OF TRADE UNION AND DEMOCRATIC RIGHTS  
AND DEMANDS AGAIN SATISFACTION OF CHILEAN RAILWAYMENS CLAIMS

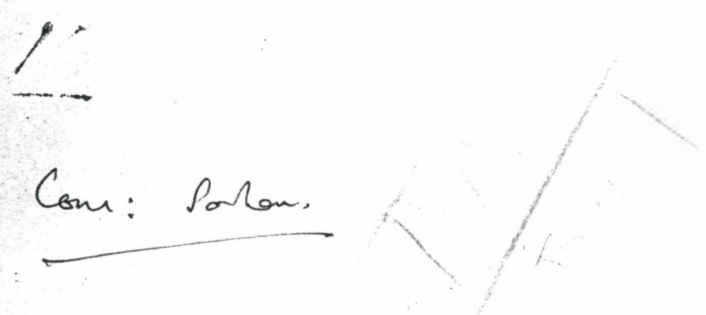
CHATTERJEE GENERAL SECRETARY

Prague, September 1, 1961





Com: Polon.



On Racheval for the case -  
a model can be built and then  
is an exact case of Baire's theorem.  
Should be given proof, but he has  
a definition here - the M. J. Desart.  
Pl. his it up with Com: Pavlovskian.

18/11

X

UNION INTERNATIONALE DES SYNDICATS  
DES TRAVAILLEURS DES TRANSPORTS,  
DES PORTS ET DE LA PECHE  
(DEPARTEMENT PROFESSIONNEL DE LA F. S. M.)

МЕЖДУНАРОДНОЕ ОБЪЕДИНЕНИЕ  
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DE TRABAJADORES DE LOS TRANSPORTES,  
PUERTOS Y PESCA  
(DEPARTAMENTO PROFESIONAL DE LA F. S. M.)

SECRETARIAT:

~~XXXXXXXXXX~~ Opletalova 57  
PRAGUE I. — TCHÉCOSLOVAQUIE  
TÉLÉPHONE: 67856

Ref. 3337

Dear Brother Dange,

We have today received a letter from Shri Sudha Roy, President of the Dock Mazdoor Union, the copy of which you will find in the enclosure.

After examining this letter our Secretariat decided to refer it to you for advise with regard to their application for affiliation.

As far as the participation of Shri S.Roy is concerned, we have asked her to get in touch with you to discuss the possibilities of her attendance of the Fifth World Trade Union Congress.

Awaiting your advice,

Yours fraternally,

*S Chatterjee*  
Satish Chatterjee,  
General Secretary.

2 enclosures

*Bro. S. A. Dange*  
*12/10/61*

A. I. T. U. C.	
I. R. 343	Date: 8 NOV 1961

Prague, October

Bro. S. A. Dange, M.P.  
General Secretary,  
A. I. T. U. C.  
4 Ashok Road  
New Delhi

C O P Y

From:  
Dock Mazdoor Union  
Calcutta,  
Camp Moscow

14th October, 1961

To:  
Trade Unions International of  
Transport, Port and Fishery Workers,  
(Trade Department of the WFTU),  
S.Chatterjee,  
Secretary General,  
Prague, Czechoslovakia.

Dear friend,

I take pleasure in writing you this letter a propos my talks with Com. Aladar Foldvary, General Secretary of TUI branch in Budapest. I came to Budapest to attend the Council meeting of U.I.D.F. and so I took the opportunity to meet the said Comrade as I was acquainted with him since 1952.

I came to attend the Third World Session of WFTU in Vienna and after that the meeting of TUI in Budapest as a fraternal delegate on behalf of my union in 1953. Since then we are in touch with TUI affairs in general.

Just before the last session of TUI we had a special convention of our Union in Calcutta and there we adopted a resolution expressing greetings to and success of the TUI session. We sent you a copy of our resolution along with a covering letter and therein we expressed our desire to send delegates to the TUI session. But unfortunately we did not get any reply in response from TUI office. So, I am in a doubt whether our correspondence reached you.

Now, friend, I wish to let you know by this letter that our Union, the Dock Mazdoor Union, Calcutta (having a membership of ten thousand dockers and having two representatives on the Calcutta Dock Labour Board) is ready to get its affiliation with TUI and WFTU. An early reply from your side in this respect will be highly appreciated.

With this end in view we would be happy if we get an invitation to attend the ensuing session of WFTU scheduled to be held in December, 1961, in Moscow.

Awaiting a prompt reply, with greetings to you all,

Yours fraternally,

Miss Sudha Roy  
President.



Prague, October 31, 1961

Shri Sudha Roy  
President,  
Dock Mazdoor Union,  
64 Chittaranjan Avenue  
Calcutta 12

Ref. 3336

Dear friend,

We would like to thank you for your letter of October 14, 1961, and for your interest in the activities of our Trade Unions International.

We did not receive the message sent to our Third International Trade Conference about which you write in your letter but, nevertheless, we would like to thank you for it.

We are very glad that your Union would like to affiliate to our Trade Unions International. The heroic dockworkers of Calcutta have a long tradition of struggles for the improvement of living and working conditions and for trade union rights and their successes are well known to us. According to the statutes of our TUI your application will be submitted to the next session of the Administrative Committee of our TUI and we will not fail to inform you about its decision.

Should you come to the Fifth World Trade Union Congress which will be held in Moscow we would certainly be interested to meet you there and to discuss with you some questions concerning the workers of our categories. And as this is the WFTU Congress we request you to contact Bro.S.A.Dange, Vice-President of the WFTU and General Secretary of the AITUC who will be able to advise you in this matter.

We would like to take this opportunity and to ask you to send us an article on the recent struggles led by the Calcutta dockworkers as we are convinced that it would be of great interest to our affiliated and friendly organisations all over the world.

Looking forward to hearing from you,  
Yours fraternally,

Satish Chatterjee,  
General Secretary.

Prague, August 15, 1961.

The Second Secretary,  
Indian Embassy,  
Prague

Sub: Endorsement on  
Passport No A 725006

Ref. Sc



Dear Sir,

I am nominated by the World Federation of Trade Unions to attend a meeting of the UNCTCO in Tanganyika (Africa) in the first week of September and to undertake a tour to Kenya, Nigeria, Nyasaland, Somali Republic, Mauritius, Sudan and Zanzibar to study transport problems.

I, therefore, request you to endorse my passport for the above-mentioned countries and oblige.

Yours sincerely,

*Sudhakar Chatterjee*  
Sudhakar Chatterjee,  
General Secretary

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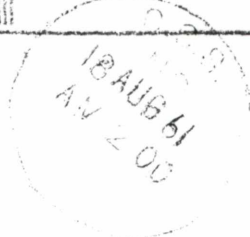
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