

The Polish Review

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UNDERGROUND PROTESTS 'POLISH WORKERS' PARTY'

Polish underground organizations have issued a protest against Communist activities in Poland and against "General Rola" mysterious Commander in Chief appointed by the Communist "National Council." This protest has now reached London—it says:

"The alien Communist group operating in the Polish territory under the name of Polish Workers Party is carrying on activities which strike at Poland's most vital interests. In its attempt to weaken and break up the unity of the nation at this crucial phase of the war, the Communist group formed a kind of national council, appointed by a Commander in Chief of the People's army and announced that it will create a temporary government. The actual significance of the forces and of the meaning of these fictitious institutions is obvious and their announcement is really calculated for the effect it is meant to have abroad.

"We condemn the Polish Workers Party's activities most strongly and decisively as a betrayal of Poland. Only the government of the Polish Republic and their delegate in Poland, only the Commander in Chief and Commandant of the army in Poland who acts under his command are authorized to issue orders affecting the last phases of the war against Germany which has been carried on indomitably and unwaveringly by the whole nation since the very outset of the German occupation." The above protest was signed by all political and patriotic groups and parties in Poland from right to left, including Peasant Party, Radical Peasant Group, All Socialist groupings, National Parties, Polish Democrats, Christian Democrats, Polish Trade Unions.

AMERICAN FLIERS HEAR TALK ON OUR ALLY POLAND

The military personnel at the American Air Force Pilot School at Newport, Arkansas, heard enlightening lecture on "Our Ally, Poland," by Miss Laura Dudek, of the Station Hospital.

Lt. Steffel, the Hospital Planning Officer, visited Poland in 1939, just prior to the Nazi invasion. He selected Miss Dudek to give the army personnel a clear picture of Poland and its valuable contribution to the Allied cause. She has a deep and sincere understanding of Polish problems and was highly commended for her ability to portray the story of Poland.

Cardinal Hlond Refused Vichy Offer To Smuggle Him To Safety

Cardinal Hlond, Primate of Poland, who is being held at Aix les Bains by the Germans, had been invited to London by the late Cardinal Hinsley, at the suggestion of the Polish Government. When Cardinal Hlond approached the Vichy authorities for a visa for travel to Britain and America, the Vichy government refused under German pressure, but suggested they could smuggle the Cardinal across the frontier into Spain. This the cardinal refused, as it was beneath his dignity. In London everything had been prepared for his arrival, even his apartments.

HEJNAL SOUNDS AT NOONDAY ON ITALIAN FRONT

The Polish traditional call to arms in every war, "Hejnal," is being sounded daily at noon by the Polish Second Corps in the village a few miles back of the front. As the hour strikes twelve, the Polish Lance Corporal climbs to the top of the building and blows his bugle. The call can be heard for miles around, its echo resounding through the mountainous region.

In the village itself, old and young gather at the municipal building to watch the traditional rite. The legend of the Hejnal has spread to many Italian villages and gripped attention of Allied troops. They have been told the Hejnal's story which dates back to the fourteenth century in Cracow when an ancient "Paul Revere" warned the people of an advancing Tartar invaders, but was struck by an arrow before he could finish his call to arms.

POLISH PESTKAS RECRUIT WACS IN BUFFALO, N.Y.

Six members of the Polish Auxiliary Territorial Service, now on a short visit to the United States, have helped recruit WACS in Buffalo. They are here to learn American methods of recruiting and training service women.

During their stay in New York the Pestkas visited the WAVES' training center in Hunter College. Captain Grodzka reviewed more than three thousand American WAVES. The next day a tea was given for the six Polish Pestkas at the Women's Service Club on Madison Avenue. Representatives of the American Army and Navy and of the Women's Auxiliary Services were present, among them Lieutenant Commander Rigby of the WAVES and Captain McQuarters of the WACS.

The Pestkas visited the White House and were introduced to Mrs. Roosevelt by Colonel Hobby.

IRISH BISHOPS ASK PRAYERS FOR POLAND

The Bishop of Killaloe has asked for prayers for Poland:

"You will, I know, both in your public prayers in church and in your private ones at home, beg of God in pity for mankind to bring this awful world war to a just and speedy end. And while you do so, there is I venture to remind you, one great people in Europe—the Polish people, that noble nation whose long history is not unlike our own in its record of suffering and steadfast adherence to the Catholic faith. Their history is not unknown to you. They are now threatened with destruction. They will be glad to know they have your sympathy in this hour of peril and the benefit of your earnest prayers that God may protect them from the danger that now menaces them."

The Bishop of Achonry said:

"Unhappy Poland seems at the moment to be threatened with the fate of the countries destroyed by Moslems. Let us pray fervently that this may not be, but that this grand old nation may soon rise from her ashes to the enjoyment of freedom and peace which will bring back her ancient prestige and greatness."

SWEDE CAPTAIN SAYS POLAND IS GUERRILLA LAND

Captain Kuylenstierna, a Swedish cavalry officer, recently returned to Stockholm after a stay in Germany and Poland, where he studied the reorganization of German cavalry. Captain Kuylenstierna is quoted in the Dagensnyheter as saying: "Poland is full of guerrillas—I never could go out without an escort armed with grenades and tommy guns. Several times I saw cars with Polish guerrillas, but they did not attack. Poles are very proud and silent."

GEN. SOSNKOWSKI IN ADDRESS TO POLISH AIR FORCE

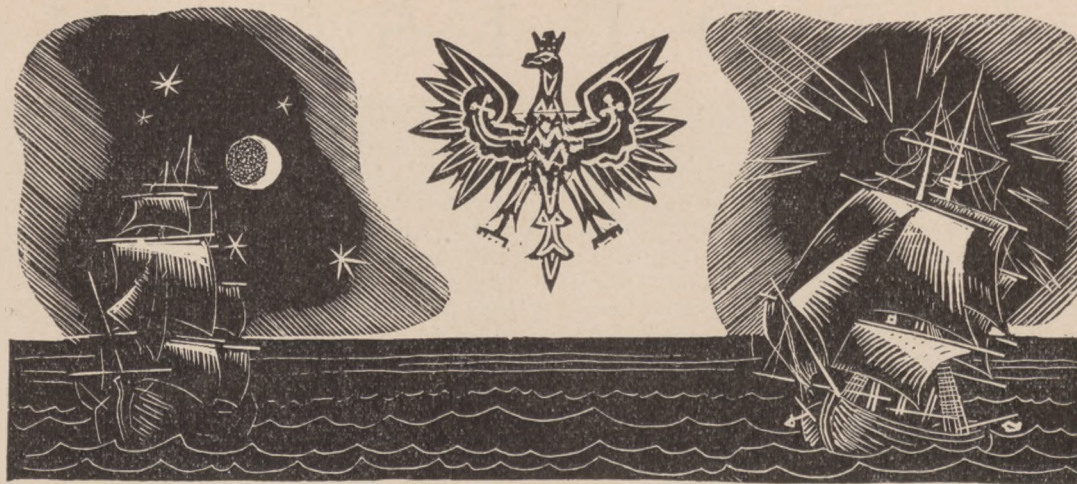
General Sosnkowski has decorated Major Aleksander Gabszewicz of the Polish Air Force with a Gold Cross Virtuti Militari, the highest Polish military decoration. Gabszewicz shot down the first German plane in this war on September 1st, 1939. After the decoration at the Air Force Station, General Sosnkowski said:

"When Germany attacked Russia, Poland tried to forget the wrongs previously done her, believing that this common struggle against the common enemy would be the beginning of friendly co-operation between the two nations. On our part we did all, within the limits of our loyalty to our homeland, to make good our relations with Russia, for we know that disunion among the Allies is the enemy's only hope.

"Recently, in connection with the development of the war situation, our underground authorities received orders to approach the entering Red Army with a proposal to cooperate in military operations against the Germans, thus showing both our good will and unrelinquished sovereign right of the Republic to her state territories. This approach will establish whether the Soviet Government respects the legal statute of emerging Polish civilian and military authorities.

"Against the Germans we took up war for our country's freedom, integrity, security; and under that sign we have been fighting for more than four years. For our own and common cause the Polish Nation sacrificed blood, which in comparison with our strength and resources certainly equal efforts of other states in anti-German conflict.

"However, nobody can expect us to sacrifice any of our rights. People's horrible sufferings may have been in vain if the present war does not end with just punishment for the criminals as well as the triumph of liberty, law and justice for the good-willed nations. There are thousands of graves where lie in eternal rest your comrades-in-arms who fought and died in conviction they were dying for the whole of Poland—Warsaw, Cracow, Poznan, Gdynia, Wilno, Lwow. In these most difficult moments through which the nation is going we, her fighters for liberty, must not lose our faith in the future or in the cause of our victory. We must remain calm and act as an example to Poland who will undoubtedly fight to a bitter end. Together with our Allies we fight until we exhaust all the possibilities of serving our own country."



SALUTE TO THE POLISH NAVY

TWENTY-FIVE years ago, after 123 years under the foreign yoke, Poland regained her independence. The war and long years of foreign exploitation had left her poor and ruined. Her seacoast was without a single port. Danzig, theoretically international, was actually under German influence. So Poland, most devastated of all nations, had to start from rock-bottom, without a port, and with no ships.

In twenty years of independence Poland attained a leading position among the maritime nations of the world. Gdynia grew from a fishing village to the greatest port on the Baltic and one of the largest in Europe. When Hitler attacked Poland her navy was the second largest in the Baltic and her merchant fleet was growing rapidly. His unprovoked aggression stopped the construction of an adequate merchant fleet and the expansion of the navy.

Germany concentrated an overwhelming naval, air and land force against Poland's 45-mile coastline. Even so, the attempt to bottle up the Polish navy came to naught. Nearly all the Polish merchant fleet escaped, and the Polish navy fought to the last in the hopeless battle of the Baltic. The German task force was too powerful to withstand, but not powerful enough to crush the Poles. Some Polish naval units broke the German blockade and got through to England. Side by side with units of the Royal Navy they have been fighting the enemy ever since.

The Polish Merchant Marine, consisting of the liners "Batory" and "Pilsudski" and ships built for service in the Baltic, are on all the seas of the world, in allied convoys to Murmansk and Africa, in landing operations at Dieppe, in Africa, in Sicily and in Italy. Polish ships are even in Far Eastern waters in the war against Japan.

When in the Middle East, General Kazimierz Sosnkowski visited the Polish submarines *Dzik* and *Sokol*, which have sunk more than thirty enemy ships and vessels in the Mediterranean, and addressed the crews. The tribute paid to them by General Sosnkowski was a tribute to all the Polish navy and merchant vessels fighting for the allied cause:

"Sailors!

"A few days ago we celebrated the twenty-fifth anniversary of the Polish Navy. Today I repeat what I then said: your war deeds are the noblest gift you can make to the people of Poland.

"Conditions of life on a submarine and the strain of battle are well known to me. Constant danger surrounds its fragile structure: powerful forces of nature and a foe ever vigilant and ferocious.

This issue of "The Polish Review" is dedicated to the Polish Navy and Merchant Marine, to commemorate the transfer of five merchant vessels by the United States to the Polish Republic for the duration. This friendly gesture to some extent replaces the heavy losses suffered by the Polish Merchant Marine and will permit Polish seamen to carry on their dangerous mission under the banner of the White Eagle.

The first of these ships to be transferred is the S/S "KIELCE," now in its final stages of construction at Pennsylvania Shipyards, Beaumont, Texas. She will soon be followed by S/S "KUTNO" (named to honor the City of Kutno, where a ten-day battle took place in September, 1939); the S/S "KOWEL," S/S "KOLNO" and S/S "KROSNO." All five vessels are named after towns located in various parts of Poland.

To celebrate the active and glorious deeds of the Polish Navy and Merchant Marine in the battle for the freedom of the seven seas, a "Salute to the Polish Navy and Merchant Marine" meeting was held on March 12, 1944, at Manhattan Center, New York City.

"Submarine service calls for complete team work, for great strength of spirit of all from the commander down. People on land who read in their morning papers of submarine victories, do not realize what will power, swift decision, skill and ingenuity is required to track down the enemy, attack with torpedoes, verify the results and if necessary to finish off your crippled prey. And all the while, the submarine must be maneuvered between depth charges and mines.

"The glorious deeds of the Polish navy comfort the hearts of Poles in Poland and abroad. They tell of the spirit that animates our young navy. A broad seacoast and the gratitude of the native land will be the best reward for Polish sailors who now, in the sweat and toil of battle, are laying the foundation of our future strength on the sea, indispensable to the security and welfare of Poland.

*"Therefore I proclaim, that the submarines *DZIK* and *SOKOL* have deserved well of Poland.*

"Let us stand for a minute in silence to honor the memory of the officers, ensigns and sailors who will not see the shores of Poland again.

"Long live, Poland! Long Live the Polish Navy!"

P O L I S H N A V Y F I R S T T O F I G H T

"The other day in a well-known British Harbor, I inspected the crew of a Polish destroyer. I have rarely seen a finer body of men. I was stirred by their discipline and bearing. Yet how tragic was their plight. Their ship was afloat, but their country had foundered. But as I looked around upon all the great ships of war which lay at their anchors, and at all the preparations which were being made on every side to carry this war forward at all costs as long as may be necessary, I comforted myself with the thought that when these Polish sailors have finished their work with the British Navy we will take particular care that they once more have a home to go to."

—WINSTON CHURCHILL,
Broadcast, March 30, 1940.

OF all the allied navies the Polish Navy was the first to fight and has been in constant action from September 1, 1939, when Germany invaded Poland. Now side by side with British, American and other United Nations warships it is carrying death and destruction to the enemy on all the seven seas.

The Polish navy possessed at the time of Hitler's unprovoked aggression, one destroyer flotilla (*Grom*, *Blyskawica*, *Burza* and *Wicher*), one submarine flotilla (*Orzel*, *Sep*, *Wilk*, *Rys* and *Zbik*), the Minelayer *Gryf*, a flotilla of six mine trawlers, a few small torpedo boats and gunboats, the training ship *Iskra* and the transport *Wilia*. The total tonnage of the Polish fighting ships was 14,433 tons and the personnel consisted of 300 officers and 3,200 men. There were also some auxiliary ships and a river flotilla of 6 gunboats and 12 patrol vessels on the Pripec and the eastern rivers. Two other destroyers were being built in the Gdynia Naval Dockyards, when the war broke out.

The disproportion between the Polish and the German forces was so great that on the eve of the war Vice-Admiral Swirski, in command of the Polish navy since 1925, agreed with the Polish supreme command and the British Admiralty, to send three destroyers to Great Britain, to save part of the Polish Navy from destruction, and enable it to fight side by side with Poland's Allies. These destroyers passed through the Sound on the first day of the war. The rest of the fleet remained to fight it out with the Germans. Against the tiny remnant of the Polish fleet was pitted an array of German battleships, heavy guns and aircraft. The attacking force was made up of two German battleships, one cruiser, 12 destroyers and motor torpedo boats, 50 smaller vessels of various kinds and 150 planes. The Germans backed up this sea power with powerful land forces consisting of two infantry divisions, one armored brigade, two armored trains carrying 6-inch guns. The Poles were fighting against hopeless odds, but they fought to the bitter end.

Polish submarines operated in the Baltic for forty days. Three of them were damaged and interned in Sweden, while two others, the *Wilk* and the *Orzel* forced the German blockade of the Baltic and reached Great Britain. The *Orzel*, which operated in the Baltic from September 1 to October 14, was interned in Estonia. After an adventurous escape it arrived in England.

The small Polish garrison of 260 men on the Westerplatte resisted German assaults for seven days. It was pounded by the guns of the *Schleswig-Holstein* from a distance of only 300 yards, only 60 Poles survived the assault.

The Gdynia-Oksywie naval area held out for 19 days, with twelve guns, 2,000 sailors and a battalion of marines. Hel peninsula fought desperately for 32 days, until it ran out of ammunition.

During the battle of the Baltic, the Polish Navy inflicted

sizable losses on German naval units. Probably the first German submarine destroyed in the war was sunk on September 7, 1939 by the destroyer *Blyskawica*. This Polish vessel was the first allied ship attacked by naval torpedo aircraft. The Germans lost one destroyer sunk off Hel peninsula; one destroyer damaged by fire from Polish vessels; the battleship *Schleswig-Holstein* damaged; two trawlers and two patrol vessels sunk. Polish anti-aircraft batteries shot down 53 German planes for certain.

Immediately after the Germans overran the Baltic, Polish ships began their operations with the British Navy and ran up an amazing record. The *Orzel* sunk the German troopship *Rio de Janeiro* with several thousand soldiers on their way to Norway. In May, 1940, the destroyers *Blyskawica*, *Burza* and *Grom* took part in the allied invasion of Narvik during which the Polish Highland Brigade so greatly distinguished itself. The *Grom* was sunk by German seaplanes.

The same month the destroyer *Garland* was commissioned to the Polish Navy. Still in active service, this warship has set a record for distance covered on active service. It has travelled 170,000 miles. Polish ships, the *Burza* and *Blyskawica* evacuated British forces from Calais and Dunkirk in May and June, 1940.

The Polish submarine *Wilk* distinguished itself in one of the war's most unusual undersea fights between submarines, by ramming and sinking a German U-boat with a head-on collision. The *Wilk*, although damaged, managed to limp home to a British port, but not before she had run the gauntlet of almost 50 depth charges sent over her wounded shell by German surface craft. The *Wilk* was forced to remain under water for twenty hours during that attack.

The Polish Navy also took part in the sinking of the *Bismarck*. The Polish destroyer *Piorun* was the first ship



Signalling with Aldis lamp.



Under the Polish Flag.

to sight the *Bismarck* on May 26th, 1941, after the German battleship had evaded her pursuers for several days. *Piorun* engaged the *Bismarck* and maneuvered with such skill that the fire of the heavy and medium guns of the enemy failed to damage her. Captain Vian in command of the destroyer flotilla signalled congratulations to the Polish commander for sighting the *Bismarck* and for dauntlessly attacking it.

Polish naval activity in 1941 was highlighted by the glorious achievements of the submarine *Sokol*. In 214 consecutive days of active duty in the Mediterranean she sank a large Italian destroyer in the port of Navarino, on the toe of Hellenic peninsula, after penetrating heavy enemy defenses in Greek waters. The submarine *Sokol* spotted the destroyer among a fleet of three transports and two destroyers anchored in the port. As the Polish submarine coursed her way slowly to attack, it became entangled in an anti-submarine net. The *Sokol* wriggled out of this and then fired its torpedoes. The destroyer was sunk and later the *Sokol* torpedoed a transport and damaged a second destroyer. Before completing the operation the *Sokol* sunk another transport. A few weeks later the *Sokol* sent an Italian auxiliary cruiser near Naples to the bottom. She sunk two more transports and damaged six other ships.

In 1941, Polish destroyers escorted convoys to the most-bombed area in the world, Malta, participated in the "Battle of the Atlantic," raided Spitsbergen and the Lofoten Islands in Norway.

Convoy duty and offensive action continued to highlight the naval action of Polish naval units in 1942. The most dramatic work was escorting allied convoys to Russia. The destroyer *Garland* on one trip to Russia fought German U-boats and planes for five days. Half of the Polish crew were killed or wounded, but destroyer and convoy reached their destination. Three Polish destroyers and three Polish submarines helped to escort American and British convoys to Murmansk.

On August 18, 1942, in the raid on Dieppe the Polish destroyer *Slazak* pounded enemy coastal defenses; shot at aircraft and German ships for twenty-two hours. In duels with the Luftwaffe the *Slazak* shot down two Dorniers, one Messerschmitt and one Junker, equalling the records set by a British destroyer for enemy planes shot down in 1942. The *Slazak's* losses at Dieppe amounted to three killed and 13 wounded.

November, 1942, marked the turning point of the war, (Please turn to page 14)

WHAT POLISH MERCHANT SHIPS DO FOR VICTORY



Madonna of Swarzewo — Patroness of Polish Seamen.
Woodcut by Tadeusz Cieslewski, Jr.

PRIOR to the outbreak of this war, very few people outside Poland knew anything about what Poland had done to develop her maritime communications. Little was known about Gdynia, the port Poland built by her own efforts; more was known about Danzig and German attempts to make Poland a landlocked State.

The new Polish Merchant Marine began to take shape in 1927. By 1930 Polish ships were sailing regularly from Gdynia to foreign ports. The war did not find the Polish Merchant Fleet unprepared. Against the possibility that Poland's only two ports, Gdynia and Danzig would be occupied by enemy forces and the Merchant Fleet cut off from its home bases, administrative centers were prepared in London and Paris to take over the merchant vessels and fishing fleet. Because of this far-sighted precaution the Polish merchant marine has not ceased to function for a single moment. It was decided to leave as little merchant tonnage as possible off the Polish coast; indeed all that was left amounted to three medium-sized vessels, and all coastal craft, as well as many fishing smacks were sunk resisting the enemy. The three medium-sized vessels, the S.S. *Torun*, the S.S. *Olza* (built in the Gdynia shipyards) and the S.S. *Tczew* were sunk with loads of ballast at the entrance to the port of Gdynia to delay German use of the harbor.

At the close of the Polish campaign of 1939 three other vessels, the M.S. *Rozewie*, the S.S. *Poznan* and the S.S. *Slask*, were still in Swedish ports, at Stockholm, Lulea and Gevle. The Germans had complete control of the approaches to these ports, and demanded that the Swedish government turn these ships over to them. Overcoming incredible difficulties the Polish ships managed to escape from the Baltic to the North Sea, which it was comparatively an easy matter for them to cross over to Great Britain. To ensure their safety, the British Admiralty sent out an escort to meet the Polish ships.

This was the first instance of a convoy operation in this war. No less than 95% of the total tonnage of the Polish Merchant Marine escaped the clutches of the enemy.

Polish merchant vessels at once began to play their part with the Merchant Fleets of the Allies in carrying supplies, troops, equipment and food. The larger liners, the *Pilsudski*, *Batory*, *Sobieski*, *Chrobry* and *Pulaski*, helped to bring troops from the British Dominions and the French Colonies, and collected Polish soldiers from ports in the Mediterranean to join up with the new Polish Army. In the invasion of Norway, Polish ships helped to carry Allied forces to Norwegian ports. Later during the Battle for France, they helped to transport troops and equipment to the French and Belgian ports. Unfortunately, shortly afterwards they helped evacuate Allied troops, including Polish units from these same ports. The Polish flag was also present at Dunkirk.

One incident of this early period of the war is worth recalling. It happened at Dakar. The French authorities had interned several dozen allied vessels, including six Polish ships. The French removed important parts of the ship machinery and equipment, and the ship papers and navigation charts were also taken to prevent their escape. In addition, heavy coastal guns and patrol vessels, as well as booms and nets across the harbor entrance, were intended to ensure that the internment would be permanent. Yet, despite all these apparently insuperable difficulties, it was not long before the six Polish ships escaped from Dakar.

The war at sea continued. Great Britain herself was threatened. The luxury liner *Batory* evacuated more than 500 British children to Australia. Other vessels helped to keep the British fortress supplied, and took an active part in the Battle of the Atlantic. Yet other units were engaged in the Mediterranean, transporting Allied troops, participating in the battles of Greece and Crete, and then Syria. Later they carried supplies to the Libyan front, including Tobruk,

which the Polish Carpathian Brigade was then helping to defend.

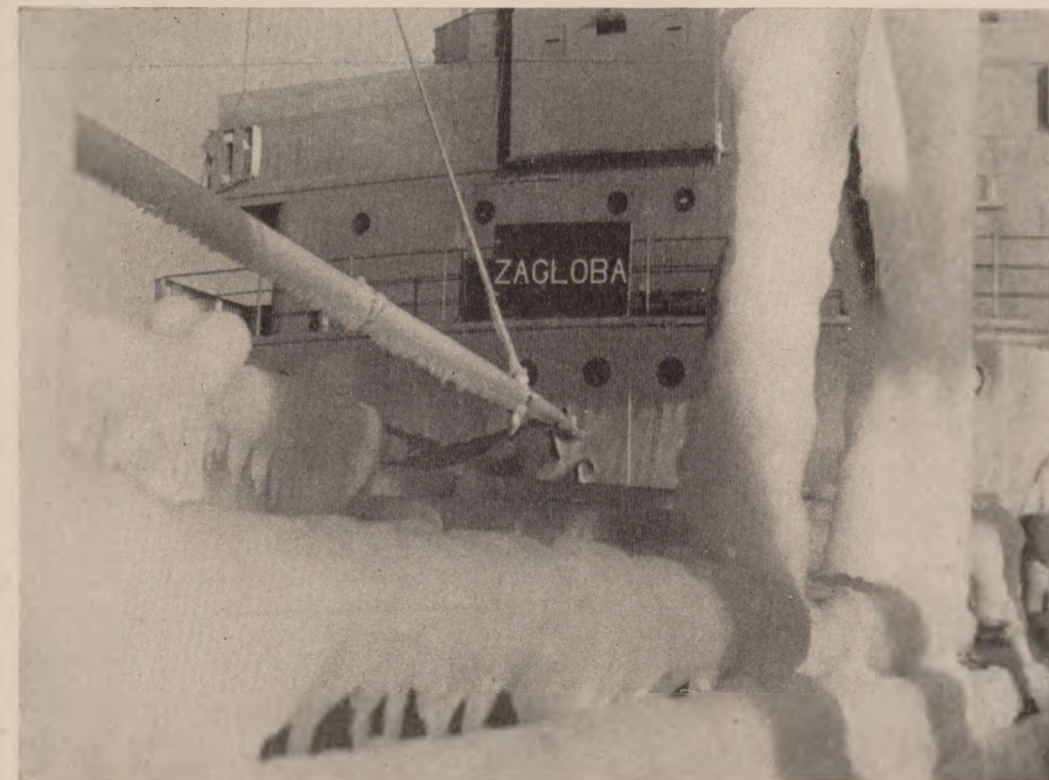
Finally came the Allied offensive. The Allies began with Madagascar. The ship which carried the commandos who opened the battle for the island was a Polish passenger liner. It was the first Allied ship to enter the Bay of Diego Suarez and the port of Antsiran.

With the Soviet Union in the war, a new sphere of activity for merchant vessels was opened—carrying supplies to Arctic ports. The Polish Merchant Fleet was represented in that task also. Its ships sailed the dangerous waters of the Arctic to the northern ports with arms, ammunition and food for the Soviet armies and people. On this route the S.S. *Tobruk* distinguished herself by effectively repelling the attack of four German dive-bombers and shooting down two of them. The same vessel was later damaged so heavily by German bombs that she was thought lost. Thanks to its seaworthiness and the devotion of its crew, it succeeded in returning to its British base.

During the Eighth Army offensive and the landings in Algiers and Morocco the Polish Merchant Fleet was again well represented. In the latter actions 25% of the total Polish merchant tonnage was engaged, and Polish ships were singled out for special commendation by the commander of the expedition. Polish ships took part in the invasion of Sicily, and later of the Italian mainland. During the landing and fighting for beachheads at Salerno one of the Polish crews especially distinguished themselves by their courage and daring.

Even in the Far East, on the Pacific and Indian Oceans, Polish ships are doing their share in the struggle against Japan. They were engaged in transferring troops from front to front, during the tragic days of withdrawal from Malaya, Burma and the Dutch East Indies, as well as in the final evacuations.

A number of Polish Merchant officers and men have been decorated for their exploits. They include two D.S.C.s, one



Polish Merchantman *Zagloba* on northern lanes.



British citation of Polish seaman, signed by Prime Minister Churchill.

D.S.C. with bar, three Mentions in Dispatches, three Certificates of Commendation, eleven O.B.E.s and three M.B.E.s.

These men hold an equal place with the officers and men of the other Allied navies: of Great Britain, the United States, Fighting France, Norway, Holland, Belgium, etc. Although the Polish Merchant Fleet is small in tonnage, it has played an important role on the seven seas.

Poland is making preparations and plans for the future. She is determined to have more adequate and absolutely secure access to the sea. So every effort is being made to enlarge the ranks of professional Polish seafaring personnel and naval experts, today by no means adequate in numbers for their tasks. Besides this, preparations have already been made to take up the more important branches of maritime trade and activity as soon as the war ends. Of first importance is the State Naval School, originally founded in Gdynia, now reopened in Great Britain. Its future officers are trained and courses are held for skippers, engineers, wireless operators and sailors for the Merchant Fleet. Also, in various British schools and shipyards men are being trained as a nucleus

(Please turn to page 15)

Miracle of Gdynia—From Fishing Village to Modern Seaport

by A. HAUS and A. BAUER

IN 1920 the village of Gdynia consisted of some hundred families making a poor living from fishing. Primitive cottages with thatched roofs stood along either side of the one and only main street leading to the sandy beach. To the south, pine forests stretched as far as the eye could see, while to the east and northwest the village was protected from the prevailing winds by the Stone Hill and the Oxywie Hills.

Work began on the port in 1924. "Hundreds of workers, human ants, are busy on the scaffolding. Here and there, some may be seen perched on high ladders far away in the superstructure: from a distance, blown by the wind, they look like flags at a masthead. The faces of the workers are whipped by the wind and burned by the sun. Their clogs knock against the boards as they go about their business. Their clothes are worn by hard work, the wind, heat and rain. In trying to see the result of their work as a whole, to grasp the meaning of their effort, they hope to lessen the physical strain on their muscles . . ." (a free translation from *Wind from the Sea* by the Polish novelist St. Zeromski).

This stupendous enterprise was planned by Polish engineers and technicians, who were helped by French, Belgian, Dutch and British experts. Mammoth dredges tore up peat bogs. Huge iron suction pumps sucked sand from the beaches and dumped it where the beaches had to be banked up. Where once was dry land canals appeared, where once there were beach and water, roads and buildings were built on newly deposited soil foundations. The quays were built of reinforced concrete, and concrete breakwaters sheltered the harbor from the open sea.

Poland's friends abroad regarded this ambitious enterprise with some doubt, but Poland's German enemies openly mocked at the "foolish adventure of the Poles, who are wasting money they can hardly spare."

There certainly was good reason to doubt the success of this gigantic undertaking. Poland emerged from the last war a ruined and devastated country. Her economic life was disorganized, her monetary system in chaos. Everything had to be rebuilt. There was a demand for everything, from factories, railways, roads, and houses down to the common necessities of daily life. To make things worst there was no capital available for investment.

Germany might laugh at the obstinate efforts of the Poles to liberate their country from the dangerous economic control of their enemy. She ignored the great tenacity, courage and industry of the Poles, who were eager to make good the time lost during more than a century of slavery.

At the end of 1926, two years after building began, the first basin, that known as the Coal Basin with its quay 380 yards long (the Swedish Quay) was opened. Here, ships were loaded with Polish coal for Sweden and other Scandinavian countries.

During the following year, the largest of the basins, that named after Marshal Pilsudski, was opened for ships loading and discharging general cargoes. One wharf on the Indian Quay, where the foundations of huge rice mills were laid down, two years later served as a landing stage for big trans-oceanic cargo steamers bringing rice direct from Indian ports.

Between 1932 and 1934 a special zone was created for the free and exclusive use of Czechoslovakian shipping.

In 1926 Gdynia had only one basin and one quay: in 1937 it had eight basins and about 30 quays and jetties.

The rapid development in the construction of quays and jetties is illustrated by the following figures:



Feverish activity in Gdynia harbor.

In 1926 the length of quays and jetties was	454	yards
1927	1,558	"
1929	4,659	"
1931	9,127	"
1935	13,199	"
1938	13,976 1/2	"

But basins, quays and wharves alone do not make a port. Special appliances had to be erected for the loading and discharging of goods; sheds and warehouses had to be built for their storage.

The most up-to-date electric cranes, conveyors and similar installations, specially adapted for certain bulk commodities, were constructed. In 1928, there were three cranes, with a loading capacity of 430 tons an hour: in 1938, there were 87, with a loading capacity of 7,750 tons an hour. Some were of recent invention, and were tried out at Gdynia for the first time.

For the refuelling of coal-burning ships there were three cranes to load ships lying at anchor in the roads outside the harbor. These were specially built for Gdynia Harbor and had a capacity of 750 tons an hour.

Large warehouses were built beside the quays and jetties. For the storage of foodstuffs—bacon, butter, eggs and poultry, all of which Poland exported in large quantities to Great Britain—a five-story cold storage was constructed with over 180,000 sq. ft. of storage space. This is the largest store of its kind in Europe. For fish other cold stores were erected on the English Quay.

Poland is also a grain exporter. In connection with this trade large elevators were built on the Indian Quay. The Polish Co-operative Wholesale Society had its own warehouse in the harbor for its export and import trade. A modern maritime passenger station with everything needed for handling passenger traffic and the rapid trans-shipment of mail and luggage was finished in 1932.

Altogether, by 1938, the storage area in Gdynia docks amounted to 2,654,524 sq. ft. In addition there were large dumps for coal, scrap iron, and iron ores. There was accommodation also for stacking timber.

Most ports are situated on the estuaries of great rivers. That is an advantageous position, linking as it does, the port with its hinterland by a natural waterway.

Danzig is built at the mouth of the Vistula, whereas Gdynia has no means of communication by river. This handicap had to be overcome by a well-planned development of railway lines in Gdynia port itself by connecting Gdynia with the main industrial centers of Poland by rail.

In 1926, the length of railway track in Gdynia was 6 miles; in 1931, 66 miles; and in 1939, 148.5 miles.

The railways built during the nineteenth and early twentieth centuries by the three partitioning powers of Poland, were ill adapted to the country's needs. Russia, Prussia and Austria built railways from considerations of military strategy or their own needs. Railways in Poland were therefore built to serve the interests of foreign industrial centers, not Poland herself.

To the new Poland fell the hard task of reorganizing and developing these communications.

There was, for example, no direct railway communication between the main Polish industrial center of Upper Silesia and the port of Danzig, because Germany had directed the traffic from Upper Silesia to her ports at Stettin and Hamburg. But in 1934 a new railway line linking Gdynia with the industrial and mining centers of southwestern Poland was put into service, and a scheme for the construction of a canal between Gdynia and the same area was under consideration.

In spite of the fact that Gdynia was not directly connected with the Vistula, a large number of barges laden with all sorts of cargo regularly arrived at the port from the Vistula and Warta rivers, via Danzig. In the summer a regular passenger service between Gdynia and Warsaw operated up and down the Vistula.

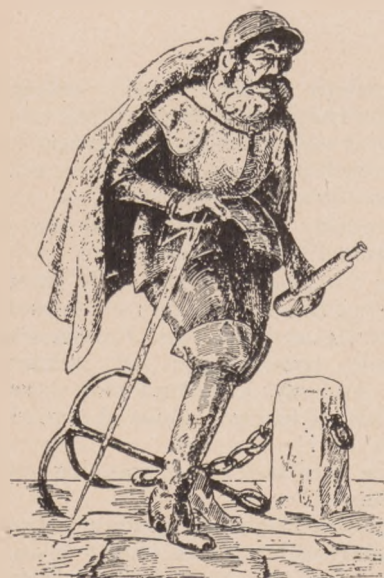
In 1926 only 314 ships of 209,928 net registered tonnage passed through Gdynia. In 1938 the net registered tonnage passing through Gdynia was 6,506,000. While traffic in other great European ports increased only slightly, Gdynia's maritime traffic increased rapidly from year to year. This development continued in spite of the economic crisis, which was particularly severe in Poland during the nine years immediately preceding this war. Taking the figures of maritime traffic for 1929 as a standard, in the year 1938 London's maritime traffic showed an increase of 7.5 per cent; that of Liverpool, 25.2 per cent; Rotterdam, 14.6 per cent; Danzig, 21.8 per cent; Copenhagen, 43.1 per cent; Stettin, 42.5 per cent; and Marseilles, 11.3 per cent. The traffic in other main European ports actually decreased—in Antwerp by 4.3 per cent; Hamburg, 5.9 per cent; and Bremerhaven, 19.9 per cent. In the same year the traffic of the new Polish port showed an increase of 350.5 per cent.

During its first years the port of Gdynia was visited by tramp steamers only—by ships which called whenever they had a fixed cargo to discharge or to load at the docks. There were no regular lines. But in time foreign shipowners began to take an interest in the new venture, and in 1931 Gdynia was already a port of call for 23 regular shipping lines, 18 of which were connected with other European ports. During that year these regular lines further expanded their services, linking up Gdynia with 48 European and 27 extra-European ports. By 1938, the number of regular lines had risen to 52 (41 European and 11 extra-European) and Gdynia was linked up by regular lines with 156 other ports throughout the world.

Services between Gdynia and Great Britain were maintained by five regular lines, which maintained a weekly service to the harbors of London, Hull, Leith, Grangemouth, Manchester, Liverpool and Southampton.

The importance of a port depends not only on the number (Please turn to page 15)

POLANDS GREAT SEA TRIUMPH OFF OLIWA IN 1627



Tomasz Sierpinek, First Admiral of the Polish Navy (16th century)

including 400 marines.

On the day of battle, the Swedish Admiral wished to execute a feint landing at Sopot. There was heavy fog and a strong wind blew out to sea. The Swedish fleet divided into two groups that remained at a distance from each other. Two galleons including the flagship moved in echelon. The remaining four, among them the large *Sonne*, were in single file.

The Polish fleet weighed anchor from Latarnia at the mouth of the Vistula at 8 o'clock and set its course for the two galleons in the open sea. The Polish vessels sailed in single file in the following order: The *King David*, the *St. George*, (flagship), the *Running Stag*, the *Water Maiden*, the *Water Beetle*, the *Noah's Ark*, the *Mermaid*, the *Tiger*, the *White Dog*, the *Dolphin*. The galleons led the line and the lighter craft brought up the rear.

Sighting the Polish ships, the Swedish flagship and its companion, the *Pelican*, changed their course and moved in the direction of the approaching enemy. But the Swedish flagship outdistanced the *Pelican* and found itself alone face to face with the Polish ships, which had abandoned their single file formation to come alongside the *King David* and present a solid front line to the Swedes. Then the Polish flagship, the *St. George*, second in line, moved forward and took its position between Sternskjold's ship and the slowly approaching *Pelican*. The *St. George* fired a full broadside. The Swedish flagship answered, but lost its Admiral in the very first exchange of fire. Taking advantage of the con-

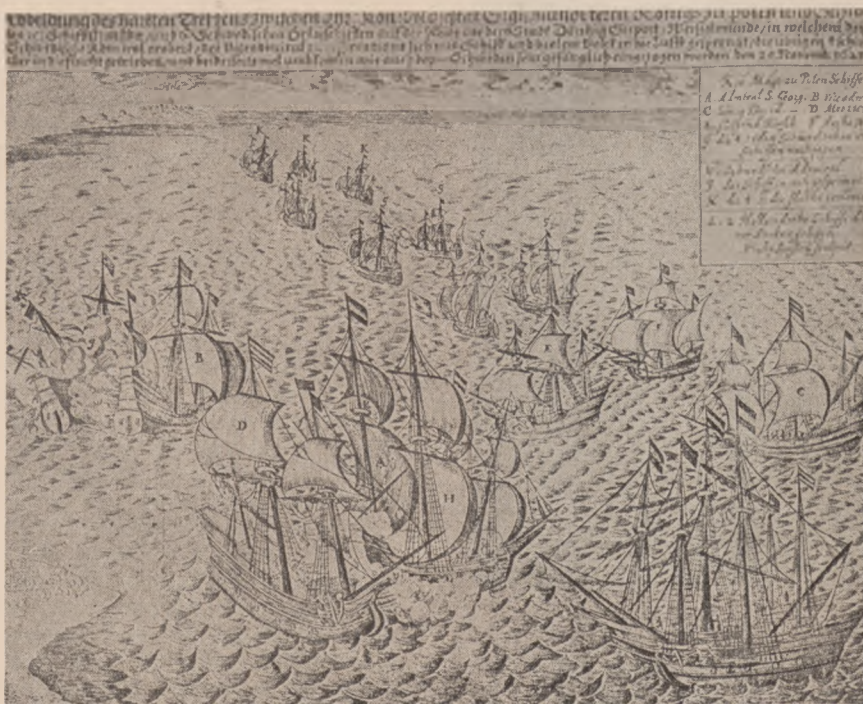
fusion arising therefrom, the *St. George* drew nearer, grappled the enemy ship and began to board her. Just then the *Water Maiden* came out of the Polish line, circled the two flagships locked in desperate combat, and coming in between them and the coast, fired a broadside into the Swedish galleon. In its wake, the *Running Stag* also broke formation and placed itself between the *Pelican* coming to the rescue of its Admiral and likewise opened fire at Sternskjold's galleon. But because of the heavy fog, most of its shells hit the *St. George* and the *Water Maiden*. Noticing its mistake, the *Running Stag* held its fire and drew nearer. During this maneuver, its anchor caught in the *Water Maiden's* rigging that had been shot overboard. The two ships, standing by the fighting flagships, lost their maneuverability.

At this moment the *Pelican* appeared on the battle scene. The remaining Polish ships, which so far had not taken part in the battle, saw the Swedish squadron was fighting an unfavorable wind and moved up. The *King David*, at the extreme left wing, followed the preceding ships and directed a salvo at the *Pelican*. The latter placing its trust in the slowly approaching galleon *Sonne*, replied and came up to the *St. George*, which was still locked with Sternskjold's ship and was taking the rest of its crew prisoner. The *St. George*

answered the *Pelican's* fire so effectively that the *Pelican* withdrew, no longer trying to save its flagship and no longer waiting for the arrival of the *Sonne*. As it pulled away, it fired a broadside which killed Admiral Dickmann standing on the *St. George's* deck. Command of the Polish fleet was immediately taken over by Captain Witt on the *Water Beetle*. Meanwhile, the third Swedish galleon *Sonne* arrived on the scene of battle bearing on its deck Captain Forrat, who had taken over command on the death of Admiral Sternskjold. It was engaged by the *Water Beetle*. After exchanging three broadsides, the two ships grappled and boarding

action took place. Captain Forrat was mortally wounded and victory inclined to the Polish side. The *Sonne* refused to strike its colors and blew up the ship. Seeing this, the other three Swedish galleons withdrew from the scene of the battle with the battered *Pelican*, making for Pilawa, pursued by lighter Polish units. The Swedes lost two ships including their flagship of 38 cannon, with much treasure and important papers. Their losses in killed and wounded were 350.

(Please turn to page 14)



Battle of Oliwa after a contemporary engraving.

16th century Polish Sailors.



16th century Polish Sailors.

PIKES VERSUS GUNS

A number of Poles escaped from Gdynia after the German occupation. In the Polish Newspaper "Robotnik Polski" (Nos. 3-4) they have described how Polish workers fought desperately, using primitive arms against German rifles, guns and tanks.

One of the finest pages in the history of this war was undoubtedly written by a Pole, Mr. X., and his men.

"GENERAL mobilization, announced in Gdynia on August 30th, at noon, was received with great enthusiasm. 'Here it is at last,' we all said, hoping to settle once and for all with our hereditary enemy, and waiting eagerly for the moment when battle would begin.

"When the first bombs fell on Puck and Gdynia at dawn on September 1st, all those whose presence would hinder rather than help defend the Polish shores left the towns and sought safety farther inland. Those who remained were firmly resolved to fight the enemy to their last breath.

"Long queues of volunteers formed outside the recruiting centers during the first few hours of hostilities. In these queues were to be found lawyers, doctors, engineers, students and workers.

"On September 1st the first voluntary detachment was formed. Those who managed to enlist on that day were well pleased, for no volunteers could be accepted next day owing to lack of uniforms, guns and ammunition. More than 20,000 able-bodied men remained. Should they watch while others fight to die? No! Mr. X., immediately put his volunteer detachments at the disposal of the Military Authorities.

"All men not employed on work of vital national importance began immediately to build shelters, put up obstructions to prevent the landing of enemy planes, and dig trenches to hold up the march of the enemy's Panzer Divisions into Gdynia. Every day, from early morning until late at night—and when necessary all through the night—workmen of Gdynia were busy transforming their city into a fortress. It was by no means a safe or an easy job. They were often obliged to work under fire and were machine-gunned and bombed by the invaders. Many died, spade in hand, but they carried on to the end. The anti-tank obstructions and trenches held the enemy for two weeks at some distance from the town. Later they made it possible for the brave defenders of Oxywie to hold out until September 21st without artillery or anti-aircraft defenses.

"Although the Germans ultimately captured our trenches and overcame our obstacles, they paid dearly for it. Almost every trench was filled with dozens of their dead. The men who died defending Gdynia were revenged. It was the pikemen who took the bloody revenge.

"After the fortifications were finished on September 6th, Mr. X. attempted once more to form volunteer battalions to replace front line units which were overtired and had already suffered severe losses.

"His offer was rejected because of the lack of uniforms, ammunition and guns, but this did not discourage him. No firearms, perhaps, but there were still bayonets and knives. It was decided to form volunteer battalions.

"On the announcement of this decision there were scenes of enthusiasm in Grabowek, Maly Kack, Witomin, Chylonia, Cisowa and Obluze (suburbs of Gdynia).

"During the night of September 8th and 9th a detachment of pikemen hurried to meet the Germans in the direction of Rumia-Zagorze, where they had attacked ferociously in order to break through the city.

"One hundred men, armed only with pikes, went out to meet the Nazis, forty returned. But for the sixty lost some 300 of Hitler's soldiers fell. One complete company was wiped out, and the Gdynians who returned brought back



Pikes of Gdynia's defenders collected by the Germans.

light and heavy machine guns, pistols, grenades and ammunition.

"Succeeding attacks had similar results. We may have lost dozens of our men, but for each one who fell five Germans paid with their lives.

"After our pikemen's first attack the panic in the German camp became so great that their advance posts were protected at nights by searchlights and camp fires. Even this did not stop our pikemen who fought until the end. When it was decided to surrender the center of the town to save it from utter destruction, the pikemen withdrew to Oxywie, where they finally realized their ambition and were drafted into the regular army.

"For one more week they fought hand in hand with marines of the 1st and 2nd Naval Regiments, with their comrades from the Naval Brigade for National Defense, and with volunteers from Gdynia.

"For seven days they fought without respite, with no anti-aircraft guns or artillery, and under a heavy bombardment by land and sea. They fought among the burning houses of Kepa Oxywska, three-quarters of which the enemy had destroyed. But they did not surrender. When they ran out of ammunition, they attacked with bayonets and pikes. Mr. X., filling the post of their wounded commander, led the battalion and drove the enemy back from the Grodek Electric Works to the slaughterhouse. The brave leader was then given the rank of sergeant, but unfortunately he was captured shortly afterwards when repulsing an enemy attack."

THEY DELIVER THE GOODS

KMICIC is commodore ship this trip. Your first rendezvous at . . .

Final instructions were being given to the captains sitting around the tables. Strong weatherworn faces were concentrated on the speaker. Men of character, of long experience were thinking of the important job ahead.

The captain of the Polish merchantman *Kmicic* listened with particular care though he had heard similar instructions countless times. On him rested the responsibility of keeping the convoy in good order. An old sea dog, the captain had life-long experience in sailing the seas and was well prepared for his job. The Norwegian was to be his neighbor. They had sailed together before. Once during a heavy fog they had almost collided. Since then there was always an exchange of jokes between the two ships. Parting at the docks the Polish captain said to the Norwegian, "Now mind you keep your distance. We can shake hands with you on shore." The Norwegian captain smiled and vigorously shook the Pole's hand.

At first it looked as if the weather would hold out, but on the second day the sun disappeared, grey clouds covered the sky. Visibility was poor, the sea was choppy and the icy wind cut to the skin. This raw weather was not to the liking of the sailors. That's when tempers are apt to grow short. A sharp lookout was kept against the marauding enemy.

"Damn pesky!" is what the captain called it as he buttoned up his oilskin.

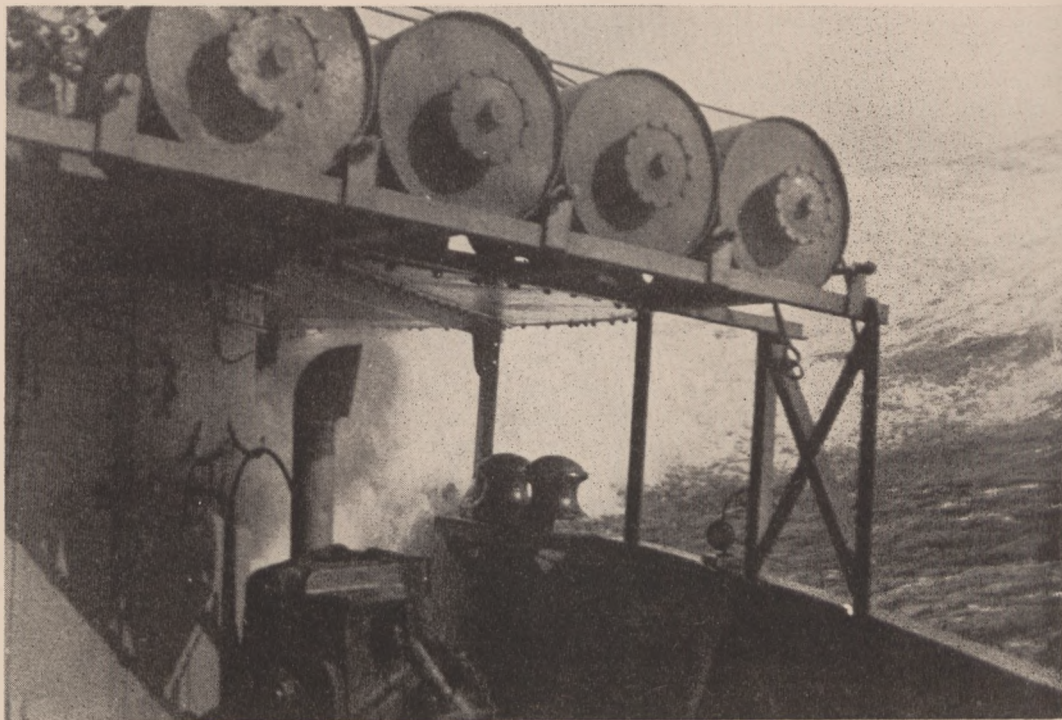
The third day dawned, damp and grey with low rolling clouds.

The convoy was ploughing its way into the heavy sea and the ships rolled slowly from side to side. With rythmical regularity the Norwegian repeated the signals from the Polish commodore. The sounds were muffled by the dampness—everything felt unreal.

"I wish the weather would make up its mind once and for all." The captain wiped his face as he turned to the officer who was to relieve him. It was getting lighter. The Norwegian could be seen clearly. The convoy was still safe, no U-boats, no planes and the fog was lifting. The captain thought that he would turn in. No one knows when trouble may start.

Just to make sure the captain scanned the horizon again. Only short waves bobbed up as far as his eye could reach. It was daylight now.

"I guess you will find everything in order," he spoke to the first officer. "If you need . . ." here he stopped suddenly. His head cocked to the side he listened intently. The first officer listened too. The faint broken hum was growing louder. It was a plane. The captain trained his glasses in the direction of the sound. A tiny speck hardly discernible to the naked eye was changing into an airplane. As it approached it flew up into the clouds, reappeared for a short space and went back into the clouds again. That was a funny way to act. The captain ordered:



Depth charges.

"Man the guns!"

"Take aim!" The crew was working feverishly as the plane emerged again heading for the *Kmicic*. It was still impossible to see whether it was a friend or an enemy.

The plane was almost within range. At that moment, the British Officer ran up.

"A moment, sir, the plane's signalling."

The captain looked up at the plane again.

"I'll signal him so that he won't signal again," he answered, straining his words through his teeth.

"Ready?"

"Aye, aye, sir."

The German Dornier could be recognized now. It was swooping from the clouds directly at the *Kmicic*.

"Fire!"

The ship's guns belched smoke and fire. A flicker appeared in the Dornier's wings as he veered off the course, and dropped the bombs into the water. Another salvo from the *Kmicic* started a fire in the Dornier's tail. His course upward was stopped and he dived toward the water, trailing smoke behind. Tongues of flame burst around the hulk as the pilot was desperately trying to pull the plane out of the mad dash. The Norwegian was moving directly into its way. Would he get out in time? The Dornier gave out one final spasm, then exploded and flopped into the water just a few yards off the Norwegian's bow.

The captain heaved a sigh of relief. Beads of perspiration stood out on his forehead. The British Officer just clenched his jaws so that his skin grew taut.

The First Officer broke the silence.

"That was a close one!"

"Congratulations, captain," the British Officer said shortly.

"The Norwegian got quite wet. Ask him if he wants a towel?" is all the captain answered.

In a short time the signalman came back with a message from the Norwegian. The captain smiled as he read aloud: "Thanks, but we just got our laundry back today."

"I'm dead tired and wet to the skin," the captain said. "I'm going below." Hardly had he turned his back when

again a distant hum was heard. The captain cursed as he turned back. This time there were two Dorniers. Both were coming head on for the *Kmicic*.

"Aren't we popular today," the captain hissed.

"Guns ready."

One Dornier was diving, as the other hovered above.

"Fire!"

The word was drowned in the sound of gunfire. The ship shook as enemy bombs landed harmlessly in the water.

"Careful, they'll come again."

Again the *Kmicic* aimed and fired. Again the bombs fell harmlessly into the water.

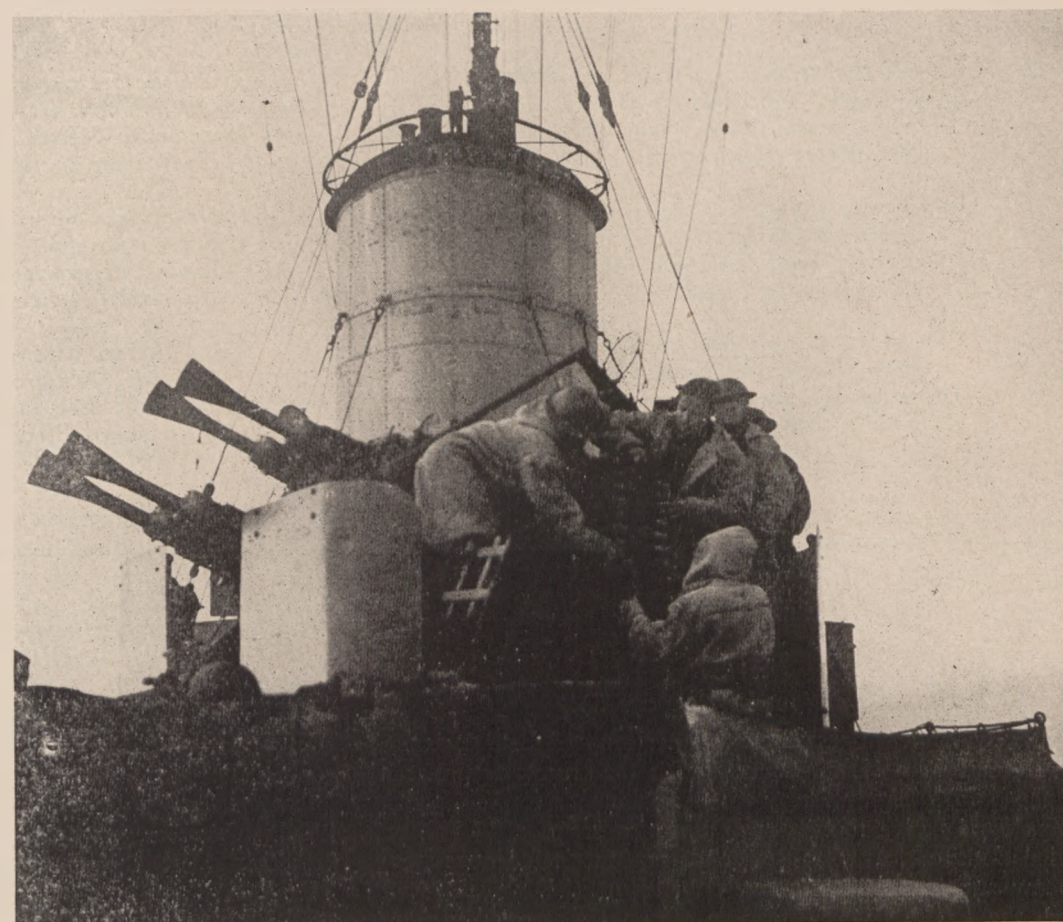
One Dornier was damaged, but still good for action. The two enemy planes parted company, one headed for the Norwegian, the other for the *Kmicic*.

Corvettes came to the rescue.

Fire and smoke mixed with the heavy air. The smell of powder irritated the nostrils. The Dorniers dived and swiftly veered to safety. It was impossible to see the damage done.

A moment of silence followed. The smoke thinned out a bit, and a light rain began to fall.

"They may try another dive before they leave us for good," the captain cautioned. High above the Dorniers were moving into position. The *Kmicic* was waiting in tense expectation. With lightning speed a Dornier was swooping down. In a moment he was low over the *Kmicic*. The ship's guns barked and the Dornier's baritone drone suddenly changed into a sputter and a cough. He went into a high scream,



Loading anti-aircraft guns.

turned over twice and fell into the water like a dead duck.

The other Dornier, still on high, swiftly turned tail and vanished into the gloomy sky.

"Two dead birds today. Not bad, captain!" the First Officer spoke jubilantly.

"The Norwegian too got into action this time," the captain nodded to where the Norwegian's position was. He stopped suddenly. The Norwegian had dropped behind. Big clouds of smoke streamed from its bow. The fire was spreading rapidly because she was carrying oil. The *Kmicic* being the commodore could not stop to help her. He must go on with the whole convoy. Slowly but steadily the Norwegian was diminishing in the distance. Some ships stopped to pick up the men.

The captain stood long on the bridge and stared silently at the black smoke pyre. A faint explosion reached his ear. He winced noticeably. It was all over now. The ship just gave up her soul.

With bent head the captain turned away—the ocean seemed suddenly empty. At that moment the signalman came with a message from the telegraph operator. "Last message from the Norwegian, sir!"

The captain took it listlessly and (Please turn to page 15)



Shooting the sun.

THE BALTIC

by JAN KASPROWICZ

*From the sea we are, from the ocean!
O Baltic! Time's blade behold,
Raised o'er the fount of our glory,
The waters Polish of old.*

*From the sea we are, from the ocean!
From murmurous Baltic's space,
With vigor and freshness unceasing,
Renewing our Polish race.*

*From the sea we are, from the ocean!
From Baltic's enchanting strand.
Firm on the shore it caresses,
Each a true guardian shall stand.*

*From the sea we are, from the ocean!
On its banks let God shed his care!
We vow to defend them forever,
No foeman to threaten shall dare.*

*From the sea we are, from the ocean!
Far on its giant waves blown,
Already our prow cut its waters,
And sail to some happy unknown.*

*From the sea we are, from the ocean!
O Baltic! We are for thy might
A bulwark! Let danger but menace,
With sword lifted high, we shall fight!*

—Tr. by A. P. COLEMAN
in *The Polish Land*.

POLISH NAVY FIRST TO FIGHT

(Continued from page 5)

with mass landing operations of American and British troops in North Africa simultaneously with the triumphant march of the British Eighth Army against Rommel's forces. Polish ships were active too. The *Blyskawica* saved a 17,000-ton allied transport carrying thousands of American troops from enemy subs and planes. The only escort the big transport had, the Polish destroyer drove off an air attack, shooting down one plane. Later at Bougie in Algiers, the *Blyskawica* fought off an attack of 40 German planes.

Together with many allied warships, four Polish destroyers and two submarines were concentrated in the Mediterranean. During the softening up process preceding the invasion of Sicily in July, 1943, they dealt mortal blows to Axis shipping. Much of the activity of Polish naval units still remain a secret. It is known that in August, 1943, as final preparations were being mapped for the invasion of Italy, the submarine *Dzik* penetrated Messina Straits, Palermo Bay and the Tyrrhenian Sea in a daring search for enemy shipping off Italy. Finally, the submarine steamed into Otranto Straits, 25 miles from Bari, and sunk two ships. She also sunk several German ships during the evacuation of German troops from Corsica.

Polish warships participated in the Sicilian invasion last July and in the invasion which so recently breached Hitler's European fortress in the toe of Italy, climaxed by the unconditional surrender of Italy. Their chief duty was to shell enemy coastal batteries, escort troops and materials, convoys and patrol.

Following the surrender of Italy the Rt. Hon. A. V. Alexander, First Lord of the Admiralty, said: "The Royal Navy have the highest admiration for the work which the Polish Navy has done, and it is fitting that the units of the Polish Naval forces taking part in the Mediterranean operations were in at the kill with their comrades in arms of the Royal Navy and the other Allied Navies."

A summary of the activity of the Polish Navy shows: 600 escorts, 450 patrols, 130 submarine engagements, 25 surface engagements, 200 enemy aircraft attacks fought off, 24 engagements with enemy coastal artillery. In addition on nu-

merous occasions the Polish navy assisted in rescuing allied warships and merchant ships as well as allied aircraft.

So distinguished have been the services of the Polish Navy that among the eight navies fighting with the American and British navies, Polish personnel have received 45% of British D.S.O.s awards; 23% of the D.S.C.s and 27% of the D.S.M. medals. Actually the Poles have won 11 D.S.O., 11 D.S.C. and 16 D.S.M. awards and five mentions in dispatches. In addition the navy has been awarded 27 *Ver-tuti* Military decorations, Poland's highest military decoration for valor; 850 Military Crosses of Valor, and 18 Crosses of Merit.

While the Polish Navy is only a flotilla of light units compared to the mighty fleets of the United States and Great Britain, in the Baltic sea the Polish units constituted a considerable force, being fourth in size after the navies of Germany, Russia and Sweden. Her naval strength was greater than that of Denmark, Finland, Estonia or Latvia. The oldest ship in the Polish fleet when the war broke out was built in 1929.

Today the Polish Navy consists of seven destroyers, three submarines, a cruiser and three motor torpedo boats.

After the war it is hoped that Poland will have a larger and a stronger navy.

Poland has no imperialistic designs on the rest of the world. Neither do the 35,000,000 Polish citizens seek anything but harmonious relations with neighboring nations. The Polish Navy wants only to be in the vanguard of United Nations navies, guarding the safety of the seas.

Poland's Great Sea Triumph Off Oliwa in 1627

(Continued from page 10)

Taken prisoner were two captains, two lieutenants, a pastor and 66 unwounded men. Polish losses were 25 killed and many wounded. The result of the victory was the lifting of the blockade of Danzig and renewed Polish control over the Baltic from Libau to Stettin.

WHAT POLISH MERCHANT SHIPS DO FOR VICTORY

(Continued from page 7)

staff for Polish dockyards after the war. How far this work has developed can be judged by the fact that one British port is manned by Polish repair gangs. Besides tackling Polish ships they also repair British and other Allied merchant vessels. Finally, special twelve-month courses in port administration and foreign trade are increasing the numbers of those who will have to take over the administration of Polish ports, port and shipping enterprises, direct the complex machinery of foreign trade, etc. On completion of this course the students go on to corresponding British port and navigation bodies to obtain practice in their profession. This guarantees that they will also obtain both theoretical and practical knowledge of maritime affairs.

Poland's ardent desire to gain her rightful place among maritime nations is best shown by the devotion of her seafaring men, who face the lurking dangers of the deep. Even when bombed and torpedoed the survivors join other vessels and carry on.

Fighting on all the seven seas, Poland has lost many valuable lives and vessels. So it is particularly gratifying that her powerful allies, the United States and Great Britain, are helping her to replace her tonnage, so that her brave seamen can continue their fight for the cause of the United Nations.

God Bless the Polish Seamen!

MIRACLE OF GDYNIA: FROM FISHING VILLAGE TO MODERN SEAPORT

(Continued from page 9)

of ships calling there, but on the quantity and diversity of goods they load and discharge. In this respect, too, the development of Gdynia is striking. In 1926 the total weight of goods passing through Gdynia was 404,561 tons, in 1931 5,300,114 tons, and in 1938 9,173,438 tons.

The chief imports were scrap iron and iron ores, cotton, wool, rubber, oil seeds, fish (herrings), rice and fruit. The most important exports were coal and coke, timber and articles made of wood, sugar, corn and dairy produce, textiles and chemical products.

The vital importance of Gdynia to Poland's foreign trade may be gauged by the steady growth in the proportion of Polish exports and imports handled by the port. In 1929, only 2.03 per cent of all Poland's exports and imports passed through Gdynia. In 1937, the figure had risen to 57.71 per cent.

Gdynia flung wide the gates for Polish maritime trade to all quarters of the globe. In terms of value over 70 per cent of Poland's trade with Great Britain passed through the docks of Gdynia. Thanks to this new outlet Poland was able freely to develop her trade relations with Great Britain unhampered by German control.

But not only Poland's foreign trade passed through Gdynia.

A free zone was created for Czechoslovakia's maritime trade, which previously had been restricted to the German ports of Hamburg, Bremen and so on. Two steamers flying the Czechoslovak flag called regularly at Gdynia to load or discharge goods for transit through Poland.

Other countries too, such as Rumania, Hungary and Yugoslavia, made more and more frequent use of the harbor of Gdynia for their northern sea trade.

There is an old saying: "Trade follows the flag." Realizing the truth of this, Poland tried simultaneously to create a seaport and a merchant navy. Although Poland had little capital and there were other and more urgent investments to be made, in 1927 she owned six ships totalling 11,242 G.R.T., in 1933 forty of 65,903 G.R.T. and in 1939 eighty-one of 98,991 G.R.T.

Special colliers and cold storage ships for carrying food-stuffs to London and Hull formed part of Poland's new Merchant Navy. Large motor-driven passenger liners, two of them built in 1935-1936, sailed regularly from Gdynia to North and South American ports.

Many of these ships resisted German aggression side by side with the small Polish Navy, and succeeded in reaching British ports. They are continuing the struggle side by side with the British Navy.

THEY DELIVER THE GOODS

(Continued from page 13)

stared ahead with unseeing eyes. His stiff fingers fumbled with the paper. "Good work," it read, "but don't let it go to your head!"

"Joking to the end even in the face of death," the captain said to himself. Then to the signalman: "See if there are any reports of the rescue."

As the signalman walked away the captain drew out a cigarette. The matches would not light in the damp weather. With a nervous gesture the captain tossed cigarette and matches overboard.

"Almost all the men picked up. Captain still missing, with radio operator and boiler crew," the next report read.

In the evening the report was complete. The captain, two officers and half the crew had perished.

This is but one incident of hundreds of others in which men of the Allied Nations sacrifice their lives in the fight

against the common foe. The unity of aims and ideals joins them in a close brotherhood where language is no hindrance. The navy and merchant fleets of the Allied Nations have been sailing together since the beginning of the war. Among them Polish ships and vessels take their share of victories and losses. Polish men serving on these ships are confident of Allied victory, and are looking forward to the day when once again Polish ships will carry the world's goods to Polish ports and Polish goods to the markets of the world.

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Cover: Polish Submarine "Sokol."

GIVE TO THE RED CROSS

On Land, at Sea and in the Air, in the Mediterranean and the Pacific, the blood of American men is being freely shed for the Liberty of all the United Nations, for the

LIBERTY OF POLAND!

GIVE THAT THEY MAY LIVE

ALL POLES are urged to send as much as they possibly can to the Polish Chapter of the American Red Cross, care of Mrs. George H. Burr, Waldorf Towers, Park Avenue at Fiftieth Street, New York City.