Women Emancipated.

Together with the political and economic advance came the emancipation of women in Kazakhstan, where, under the Tsar, 99% of the natives were illiterate, 24% of the judges and 21% of the members of the local Soviets are women.

The native tongue had to be developed in many regions. A written language had to be invented where there was one. This was done, not because of nationalism but because the native tongue was the instrument best adapted to lift the masses out of the mire and to make them participate in the up-building of the country. The national republics speak 70 tongues, but the meaning is one: building socialism.

No Jim-Crowism.

Anybody traveling through the Soviet Union cannot fail to compare the situation of the natives in the "national" republics with the situation of the Negro masses in the United States or in the colonies. Here Jim-Crowism is upheld by all the forces of the state: there—full equality, economic, political and social, of all colors, races, nationalities, upheld and cultivated by the education state. Here, semi-slavery for Negro workers, worse pay for equal work, lynching for an attempt to fight oppression; there—special attention and particular care for the needs and requirements of the local population. Here, Sovietism; there, representatives of the native republics sit in the Kremlin at the sessions of the All-Union Soviet Congresses.

Socialism—The Road to Freedom.

The road to freedom and equality for the exploited Negro masses is the road indicated by the experience of the Soviet workers: it is a united struggle of Negro and white workers, of Negro and white farmers, against their exploiters, a struggle for a Socialist Soviet Republic.

(Reprinted from: "Soviet Russia today").

World Congress of Seamen

The first world congress of seamen, dockers and other water transport workers took place in Athens, Hamburg on May 20th-22nd.

There we about 193 delegates from 29 different countries. Many delegates directly from the colonies and semi-colonies—South and Central America, Africa, India, etc.—were either detained on their way or unable to obtain passports.

Nevertheless, the congress showed a very enthusiastic fighting spirit and can truly be said to mark a step forward in establishing a united front among the water transport workers of the world against wage cuts, lengthening of the working day, unemployment, the imperialist war danger and the intervention against Soviet Russia.

These facts should serve to remind the white workers of England that they have a great obligation toward the colonial peoples in supporting their struggles for freedom from the yoke of British imperialism.

Great Ovation for Scottsboro Mother.

As soon as the Congress was declared open, the delegates and visitors gave Mrs. Ada Wright, mother of one of the Scottsboro boys, a tremendous ovation and on the motion of George Padmore, the Secretary of the International Trade Union Committee of Negro Workers, elected her an honorary member of the Congress presidium.

Mrs. Wright and J. Louis Englebist, the secretary of the I.L.O. afterwards addressed the Congress, telling the story of how the 9 little Negro boys were framed up by American ruling class justice.

A resolution of protest demanding the freedom of the boys was unanimously adopted. The delegates also pledged to carry the struggle for the liberation of the Negroes into every ship and harbor where defense committees will be organized. A resolution calling for the liberation of Tom Mooney and other political/prisoners in the U.S.A. was introduced by Gus Minch, of the Marine Workers Union, and adopted.

The United Front.

The Congress agenda covered three points:
1) organization of a united action front against the shipowners' offensive;
2) struggle against the developing imperialist war; and
3) how to assist the organization of colonial workers.

The first point was dealt with by comrade A. Walter, the secretary of the
I.S.H., who delivered the official report. After reviewing the general world economic situation, he outlined the political and organizational tactics to be adopted by the water transport workers in the colonies and the capitalist countries in building up a world-wide fighting organization which alone will enable them to defeat the shipowners and their agents, the reformist leaders of the International Transport Federation.

About 90 delegates spoke on this question. They related their experiences in various strike struggles. They all adopted the program of the Congress and pledged themselves to continue their struggle on their return to their respective countries, in order to guarantee greater and greater victory along the whole capitalist front.

The War Danger.

Comrade T. Ray, a representative of the Marine Workers’ Union of America, reported on the struggle against imperialist war. He pointed out that this struggle was part and parcel of the struggle of the seamen against the offensive of the bosses on wages, hours and working conditions. That in order to successfully struggle against imperialist war and for the defense of the Soviet Union it was necessary for all seamen and transport workers to carry on a day-to-day struggle against capitalist offensive, and to refuse to transport munitions for the Japanese and other imperialist powers.

Colonial Work.

Comrade G. Konyati, the leader of the Seamen’s Federation in France, himself a native of the Sudan, made the colonial report. Despite the limited time at his disposal, comrade Konyati reviewed the activities of the I.S.H. and its adherents in their work among the colonial seamen in Europe. He emphasized the importance of organizing the coloured seamen as an integral part of the united front of all water transport workers for joint struggle against the imperialists.

The scant treatment given to the colonial question by the congress, due to lack of time afforded the official rapporteur as well as the colonial delegates, reflected the greatest shortcoming in the whole congress. It indicates the tremendous underestimation of this problem which still prevails in the ranks of the I.S.H. and its sections. After the report of comrade Konyati, only two colonial delegates had the opportunity of discussing the important questions raised at the congress.

Comrade H. O’Connell, a Negro seaman from Cardiff, in a very interesting speech pointed out how, with the proper methods of work, and the putting forward of concrete demands, the S. M. M. was at one time able to rally more than 2,000 Negro, Afghan and Somali seamen under its banner. But due to political disunity and opportunistic tactics which later developed, the colonial seamen drifted away from the organization. He stated that the objective situation among the colonial seamen in England demanded that immediate steps be taken to organize this section of the water transport workers who are willing to struggle with their fellow British workers for better conditions.

Comrade Padmore, in the name of the International Trade Union Committee of Negro Workers, greeted the congress on behalf of the Negro transport workers in the colonies and pledged support to the I.S.H. in carrying out its decisions, especially among Negro workers. He emphasized that it is the task of the I.S.H. and its affiliated sections to give the Negro workers active help in breaking through the barriers set up by imperialist, terror, and reformist treachery to strengthen their already existing organizations and to create new ones in the colonies. He pointed out that in view of the policies of the shipowners, the colonial trade union leaders and the state apparatus to repress the colonial seamen in Europe both in Africa and the West Indies, the question of organizing these workers becomes a burning issue before the I.S.H. and its sections. It is the task of the advanced water proletariat in Europe and America to take the initiative of drawing these workers into their ranks and fighting their every day battles. It is only by putting forth concrete demands that will enable them to raise their standard of living will be able to win their confidence and consolidate the united front between the white and the coloured workers.

In conclusion, comrade Padmore assured the Congress that the Negro workers were already taking up the counter-offensive against the capitalists as recent strike struggles in Durban and Port Elizabeth in South Africa show. These strikes were defeated by the capitalists who used the white workers as strike breakers, thanks to the treachery of the reformist labour leaders in Africa.

Therefore the immediate task which stands before the I.S.H. and its sections is to make a sharp orientation towards the colonies and to completely put into effect the colonial resolution which was adopted by the congress calling for the immediate launching of a campaign to organize the coloured seamen, not only in the metropolis, but in the colonies.

Negro Worker Nominated for Vice President

More than fifty years ago, a Negro worker by the name of Farnak — his first name has not been recorded — was born in the small town of Gainesville, Ga. The excuse given was the usual lying charge of "getting fresh with a white woman". The grandson of this Negro worker was put forward by the Communist Party as its candidate for the vice-presidency, to serve with William E. Foster, presidential nominee, as one of the two chief standard-bearers of his Party in its election campaign at a monster convention of over 1,200 delegates in Chicago on May 30. This is the first time in the political history of America that a Negro has ever been nominated for vice-president.

The name under which the candidate for the vice-presidency on the ticket of the Communist Party will be known to the voters is James W. Ford. How he got this name is a story in itself.

Lynas Farnak, son of the Negro who was lynched in Georgia, began working for the Tennessee Coal, Iron and Railroad Company in Pratt City, Ala., in the 1910's. When he got his first pay envelope, he found that the name had been changed to "Ford". He appealed to the foreman. "Keep that name", said the white foreman, "it don’t matter about a nigger’s name anyhow."