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lines, either owned by British companies or recently acquired by American capital. And there is something like a central system which runs through the center of the country which goes from Bogota to Buenaventura and from there one has to go by bus. On these railways we have established very good connections. If our comrades had displayed a little bit of skill we would have had all the railroads organized. We had good beginnings of a union in Bogota, Girardot, and in all the principal railroad points, also on the Valle del Situca lines and on the Medellin Railway. When I left we had organized locals on railroads in Bogota, Girardot down in Cali and we had a little local in Armenia and another one in Neiva. The reason that we made so much headway is that the railway men received three wage cuts in nine months, which reduced their wages, let us say, from \$1.00 to 30 cents, and in some places even more. They were following whenever we called, for instance in Girardot we called a meeting to which 1200 workers came. That was eight weeks before I left. We could then have called a strike by July, but my idea was to first organize the railroad men on the lines that ran to the capital to a certain degree and not to call a general strike until we had all these points ready. There was also a strike in Armenia. But there, due to bad organization this was smashed, but by the time I left we had them organized to some extent. The Central Railway system is not the only one, but if we had tied up that system, all transport would have to go up on the Magdalena river, which is often dry, and so this would have tied up transportation. At that time the river was dry at least one day a week. We have also some organization on the Magdalena river, and I figured if we can concentrate on this transportation we could sufficiently tie up the river at least to make it unprofitable, and this would have forced the bosses to come across with at least the former wages that they paid to longshorement, marine men and railway men. I don't know what happened after I left. When I left this was a real blooming movement. We had sent some reinforcements up to upper river points, and this was quite a promising situation there. The wages they pay there are fantastically low. Even the workers in light industry are higher paid than the railway men. This gives you an idea about the condition of this type of workers.

In light industry we have in almost every city contacts with these workers. (Answer to question: On the railroad these wages apply to all categories of workers, but the engine drivers received higher wages, and their wage cut was not so great. Then there is all kinds of other things, -discrimination, etc. These railways are owned like this. Formerly they were owned by the state. About a few weeks before I left they were making a deal to turn them over to foreign capital)

This gives you an idea of the relation of proletarians to the rest of the population. The wages of the workers generally are low. They are anywhere between 30 to 80 cents. On the general average industrial products are higher than in New York. If you want a pair of shoes or a hat, it is higher than here in the states. You would be surprised what you pay in Bogota for a lousy, miserable hole to live in. So with this kind of wage scale they live in terrible holes, way up on the hill, where, of course, the bourgeoisie do not go because it is too high and because of this situation the city crawls up on the hill. You have to walk a half an hour until you climb up there. There the land is cheap and the rent is so that they can live there, in one little room there would live about ten or twelve and sometimes fifteen people.

Of course we concentrated first to make connection with the workers in the cities in light industry. Then we tried to recuperate our ground in the banana zone. We established some organization there and then in the oil territory, we established some groups there, but in the oil territory the organization is very weak, at least it was at the time I left.