

# GDYNIA

THE POLISH SEAPORT

BY K. MORA

PHOTOS BY  
R. MORAWSKI  
(Gdynia)

WARSAW — 1929

Dz. H.  
1/83

# GDYNIA

THE POLISH SEAPORT

BY K. MORA

PHOTOS BY  
R. MORAWSKI  
(Gdynia)

WARSAW — 1929

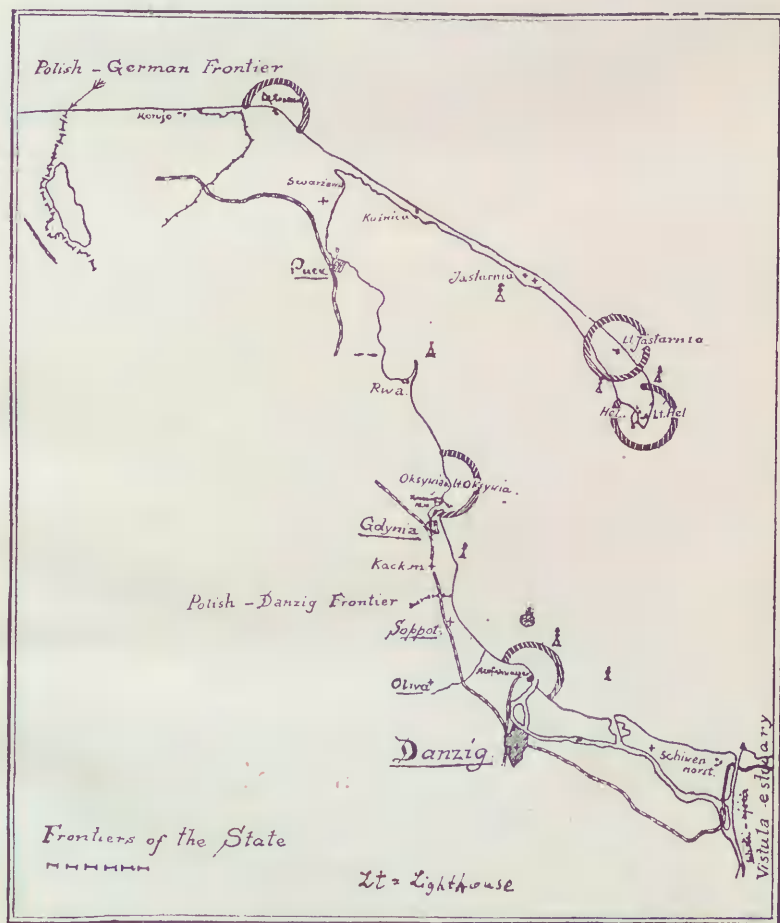


W176/82

3935/142

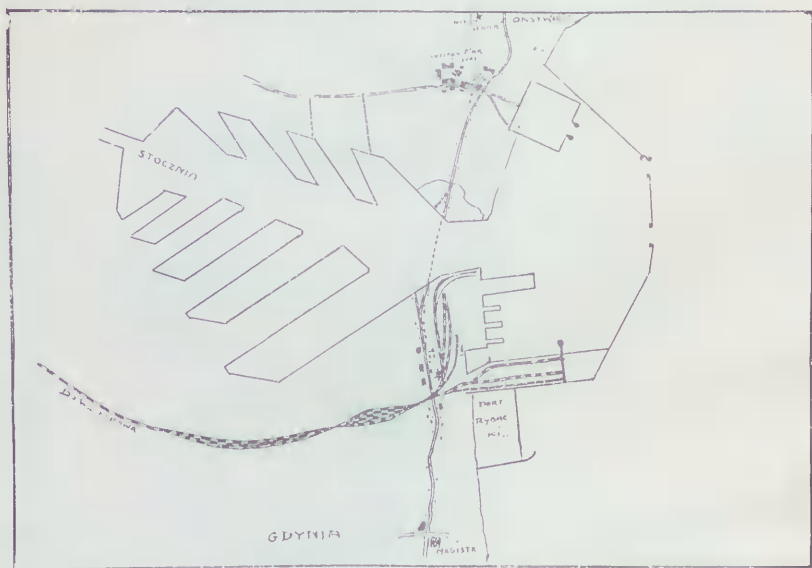
~~RATAJCZAK Antoni 522/35~~

One of the most important results of the Greatest War in history was the restoration of Poland. In the one thousand years of her existence as an independent nation Poland has played a prominent and often a well-deserving part in the destinies of Europe until a hundred and fifty years ago when, weakened by an excessive care for civic liberty as against an oppressive militarism then obtaining all over the Continent, the country was partitioned by its three neighbours Austria, Prussia and Russia.



Map of the Polish coast.

The world's most appalling war was to a large extent fought on Polish soil, and three fifths of the Polish territory suffered destruction comparable only to the worst in the East and North of France. With the end of the war the hour of historic justice struck for Poland and the territories which had been torn assunder five generations ago were reunited. Poland was reborn, though not in her old frontiers, and the Poles who had for so long been forced to serve foreign interests, even to the point of fighting against one another under the opposing standards of the partitioning powers, recovered the rights of national selfdetermination. Once more, they were free to arrange their own life in their own State as they thought fit, and as they showed themselves capable of doing, although for a hundred and fifty years they had been deprived of a State of their own.



Plan of the Port of Gdynia

Free access to the sea was realized by giving Poland certain rights in respect of the port of Danzig but without any territorial ownership. The town of Danzig and its immediate environs were made into a Free City, the population of that area being German in its great majority, with only a small percentage of Poles.

The town and the harbour of Danzig are situated at the mouth of the river Vistula. The whole course of the Vistula, extending to over a thousand kilometres, and those of all its



**General view of Gdynia**

(in the snow field dredger clearing the canal of the inner port).

many affluents are comprised within provinces inhabited by purely Polish populations. In reaching the Baltic Sea it forms the port of Danzig. The Vistula is a fairly navigable river, and it carries down to the sea and to the world markets



**Gdynia** — residential district of villas and hotels.

a large amount of Polish products, especially timber from the Polish forests. The mouth of the Vistula, a main artery of Polish economic life, is, as already pointed out, in the ownership of the Free City of Danzig whose authorities, however, up to a recent time, have not shown as much loyalty and good will as are required in order to give Poland the full benefit of the rights in that port which were secured to her by treaty.

None the less, even though there are difficulties, Poland is enabled to use the port of Danzig to the great profit of the Free City. Many more ships are now calling at Danzig harbour than used to call before the war when Danzig belonged to Germany and lagged behind the other more convenient ports which that country possessed on the German Sea as well as on the Baltic.



Water-tower at Gdynia.



On the other hand, under the present arrangements Danzig is possessed of a vast natural *hinterland*, the whole extent of the Republic of Poland, over 388,000 square kilometres of a rich country with a population of 30 millions, from which it had been cut off by the dismemberment of Poland to the ruin of its once flourishing trade. The favourable change in the economic position of Danzig is best illustrated by the shipping statistics. Whereas in 1913 the last pre-war year, when Danzig was still only a subordinate German port, 2855 vessels left its harbour, the vessels which



View of the principal commercial mole with cranes.

sailed from Danzig in 1926, in 1927 and in 1928 numbered respectively 5903, 6942 and 6908.

There is every reason to look forward to a splendid development of Danzig's sea trade in intimate connection with the growth of Polish economic life which is lately developing at an almost American pace. Then Danzig may see a return of that period in its history when it held the proud position of Queen of the Baltic. Although, in consideration of the interests of 300,000 Germans, Danzig was not incorporated with Poland to the prejudice of nearly 30 millions of Polish citizens, it may be expected that in future the inhabitants and the government of the Free City will come to recognize that the future and the greatness of their town

and its port are dependent not on Germany and Berlin but on Poland.

Besides a restricted access to the sea through the port of Danzig, Poland secured, by virtue of the Versailles Treaty, a stretch of the Baltic coast extending from the village of Kolibki, north of Danzig, northwards to the lake of Zarno-



Building sites in the port area

(in the background the inner canal with ferro-concrete caissons ready for sinking. On the horizon line the village of Oksywie with buildings of the Polish Navy).

wiec, the total length of the coastline being 70 kilometres, or 130 kilometres if both sides of the narrow Hel Peninsula are counted.

This sandy and pine-wooded shore runs at first along the deep Danzig Bay and farther on along that of Putzk which is shallow and full of sandbaks and completely unfit for navigation. At the signing of the peace treaty there were on this coast, on the Danzig Bay, a few poor fishing hamlets, and on Putzk Bay the borough of Putzk with a population of a few thousand. The remainder of the Polish coast line is represented by the Hel Peninsula which is from 2 to 3 kilometres across at its widest, with a few poor fishing villages of which the biggest is the village of Hel at the furthest end of the peninsula. From the point where the peninsula joins the mainland, westward to the Polish-German frontier

line the coast is practically without any considerable settlements. The poor population of this region supports itself by agriculture and fishing.

Poland only received two landing places for fishing craft on her seashore — Putzk and Hel. Being however in full



South American ship loading cement cargo at Gdynia.

possession of that part of the coast and able to dispose of it as she wished, Poland was fully aware of its value. For her that tiny stretch of shore has all the importance of a window facing the whole world as through it she has a really free access to the sea, that is to say to the element on which depend the prosperity, the vitality and the true independence of the country and its people.

No sooner had Poland recovered her independence and the rebuilding of the State been commenced than studies were set on foot how best to exploit the coast line and create a Polish port.

By calculating the pre-war exportations and importations of the territories which now form the Republic of Poland it was established beyond any doubt that the port of Danzig, though indispensable to Poland would not be sufficient for all her requirements. Before the war those imports and exports totalled 10 million tons a year, while the possibilities of handling goods at Danzig port are much below these

figures. It had also to be considered that Polish economic life, unimpaired by regulations calculated to serve the interests of the former conquerors, would quickly develop, and that there are no possibilities to improve Danzig harbour up to a limit sufficient for Polish needs. In view, moreover, of the political difficulties created at Danzig it became all the more evident that Poland must create on her own coast a harbour of her own which, besides material advantages connected with the possession of ports and of shipping under the national flag of a country, would also provide facilities for educating and training Polish seamen. This is a profession as yet very little known in Poland, which none the less affords an excellent means for awakening the energies of a nation and for fitting it to hold its own in the progress of civilisation,

The anticipations as regards economic developments, the healing of war wounds and the organisation of the Polish State have been fully realized.

Polish foreign trade increased rapidly between 1920 and 1925 as can be seen from the following table:

exports		imports	
in millions of tons		in millions of tons	
1920	0,6		3,5
1921	2,0		4,8
1922	9,1		4,1
1923	17,6		3,2
1924	15,7		2,4
1925	13,6		3,4

In 1926 exports reached 22,3 million tons with a value of 250 millions of dollars, and imports 2,4 million tons with a value of 170 millions of dollars.

One fourth of these quantities was exported from or imported into Poland through Polish ports; the remaining three fourths were mostly carried by rail to and from foreign ports, as on account of the customs war with Germany and the very small trade with Russia — and these two countries are Poland's largest immediate neighbours — Poland had to find, and actually did find other markets for the sale of her goods.

It has been proved that about 70 percent of Polish exports are going to over-sea countries, while reciprocally about 80 percent of Polish imports are coming from over-sea, that is to say, that this percentage of goods must be carried

by sea either all or at least part of the way from or to Poland. It has been also calculated that Poland is paying abroad about 6 millions of dollars a year for sea freights under foreign flags.

Such facts and figures naturally begot the idea that this commercial and freighting business ought not to be entirely given over to foreigners and that part at least of it ought to be secured for Poland herself. One of the fundamental conditions for bringing about this change is, of course, that the Polish coast should have adequate harbours. A further result may be seen in the efforts which are being made to create a commercial fleet under the Polish national flag.



The coast in winter.

On the Polish coast which may be visited in a single day there were found to exist several possible sites for a port.

It was Commander Unrug, the officer at the head of the Polish Navy, who first suggested that Gdynia should be chosen for this purpose.

Gdynia was a small fishing village of a few hundred inhabitants. It was known in Poland before the war as a place with a comfortable beach where a summer vacation could be pleasantly spent far from the noise and throng of Sopot, the luxurious bathing place equipped by the Germans, a few



kilometres from Gdynia, on what is now the territory of the Free City of Danzig. Before the war many Poles used to go to Gdynia as they felt quite at home among the Polish population of the coast (the so-called Kashubians). The German authorities were making persistent efforts to Germanize the Poles who lived on the Baltic coast, and the Poles from Poznań and Warsaw who went there for their holidays were warmly welcomed by the poor people, who liked to hear of Poland and of national hopes. The visitors from Poland, on their side, were full of admiration for the simple-minded fisherfolk who, in spite of a hundred and fifty years of fierce national oppression, in spite of their deprivation of Polish schools



View of the port taken from the residential district.

and in spite of the imposing power of the German Empire, never abandoned their Polish speech and were always true to the national cause. The population of what is to-day the Polish coast constantly returned Poles as members of the German parliament, and official German pre-war statistics showed as much as 90 percent of Poles in the population of this part of the country.

The assertions of the German Nationalist press that the German people was wronged by being deprived of Pomerellia are ridiculous. All foreign officials and journalists who have ever visited the Polish seashore have

felt obliged to admit that the country is not German. A visit to a church on a Sunday when throngs of people are singing old Polish hymns, or to the cemetery which surrounds it is enough to prove that, for ages past, the inhabitants have been and still are Polish in race.

Gdynia which was selected to be the Polish seaport is situated on the western shore of Danzig Bay. Landwards it is surrounded on all sides by low hills, except to the West where there lies the flat expanse of a peat field, the remainder perhaps of a former sea creek which cut deeply into the land.



The main mole in winter.

The deciding factors, the Polish Government, the Sejm and the Senate, approved without delay the selection of Gdynia as a convenient territory for the construction of a seaport. In 1920 the first credits for harbour construction there were voted by the two houses of parliament. In 1921 construction was started, at first on a small scale; in 1922 the Polish diet passed a bill for the construction of a large port and intensive work began.

A French-Polish syndicate was formed. A Polish engineer, M. Wenda, was appointed director of port construction and elaborated plans which were approved.

The basis of the scheme is the construction of a seaport which in 1930 shall be able to handle 2,5 million tons of goods. The plans provide for the construction of an outer harbour protected by a powerful breakwater 1800 metres in length. Landwards from this outer harbour it was decided to excavate docks for an inner port. The nature of the soil—sand and peat—facilitates the work.

It was decided to begin by building the outer harbour and one inner dock, 250 metres wide, 11 to 10 metres deep, and with an area of 43,5 hectares. This dock will have 2450 metres of quays available for ship-loading operations, with a depth of water of 10 to 11 metres. The area of the outer harbour will be 130 hectares, with 1450 metres of quays along water 8 metres deep.



Basin of the Polish Navy.

After completion of the commercial port, in 1930, its total water surface will be 162 hectares, the harbour storehouses, open spaces and roads covering 538 hectares; the length of sea-frontage in the port will be 12 kilometres, and the loading piers will accomodate 10 vessels at the same time.

If it is reckoned that each metre of length in the quay provides for the handling of 500 tons of goods a year, the port of Gdynia will, in 1930, be able to deal with over 2,5 million tons a year, and in 1935, provided that Poland has the possibility of further peaceable development, the port will reach a handling capacity of 6 million tons a year.

As there was only one seaport under construction it was decided to fit it out in a way to satisfy different require-



ments. Thus, independently of the commercial port, a modest dock for the Polish Navy is being built to the North of the outer harbour. Poland must, of course, have such a basin if she wishes to be a seafaring nation.

In order to encourage the fishing industry a landing place for cutters and fishing craft is being constructed to the South of the commercial port.

Besides the breakwater mentioned above, the commercial port is provided with a main mole in the outer harbour; on it run the railway lines used at present for the export of Polish raw materials, mainly coal, and destined to be used



Storehouses and cranes.

in future for the imports of Swedish iron ore which at present is still being transhipped at the German harbour of Stettin. Since 1924 this mole has been doing excellent work for coal shipments.

As Poland has a great wealth of timber of which large quantities are exported, storing space for timber and convenient places for loading it are being prepared.

Poland is also an exporter of petroleum, and the Polish production (from Eastern Galicia) came, quantitatively, fourth in the world statistics. Consequently at the port of Gdynia sites have been selected for the construction of oil tanks.

The numerous emigrants from Poland as also the re-immigration which since the restoration of an independent Poland has set in with a strong flow are to be concentrated at Gdynia. (There are over 4 millions of Poles in America, and three quarters of a million in France). The construction of a special passengers mole in the outer harbour has therefore been provided for.

The inner port basin is destined for various purposes; thus a huge storehouse equipped with the latest technical appliances will be constructed for the imports of colonial produce. The scheme also comprises a whole series of indus-



Railway line in the port  
(in the background railway station for passenger traffic).

trial establishments, some State-owned, and some originated by private enterprise which finds at Gdynia a wide field for development.

The building program for the port of Gdynia as laid down up to 1930 aims at a concrete unit within certain fixed limits, but there are almost unlimited possibilities of growth in a western direction owing to the fact that, as mentioned above, the port is situated in what was, in prehistoric times, a river valley or sea creek with a soft bottom and peat layers to a depth of 7 metres.

Gdynia is excellently situated also from other points of view. It is one of the very few Baltic ports with immediate access to the sea, most being situated at the mouth of rivers but several kilometres up stream. Gdynia is also undoubtedly the only Baltic port which is never ice-bound, and its railway connections with the main centres of Poland will be very convenient and no longer than those with Danzig as special railway lines are now in actual construction. It is, moreover, possible to bring merchandise down the Vistula to Gdynia as the mouth of the river is less than a score of kilometres away from the port, and river craft have only to cross the bay.

In 1926 the port had already one mole available for the loading of ships, the goods shipped being mainly timber and coal. In the month of April, 1928, the coal shippings at Gdynia reached a monthly record of 135 705 tons while in the same month 400 824 tons of coal were shipped at Danzig. In 1926 the digging out of the inner port was energetically continued. At the same time the construction of the breakwater in the outer port was energetically continued and the construction of the small basin for the Navy was begun.

The various building operations in the port area are being carried out by Polish and foreign firms of world standing.

For some of the quays and for the breakwater timber foundations are used. These are made by driving in enormous piles of which already hundreds of thousands have been supplied from the Polish pine forests. The free space left between the two rows of piles bordering the width of a mole under construction are filled in with stone material; this is a simple and relatively cheap method of construction, especially for a country abounding in timber and boulders.

For moles which are to serve for the berthing of ships reinforced concrete is being used. Construction is, in the main, carried out by means of ferro-concrete caissons. The caissons are prepared on land adjoining that section of the coast which is about to be dredged. Caisson construction is identical with the building of ferro-concrete houses. The caissons are mostly 10 metres high — the height depends on the depth of water in which the caisson has to be sunk — from 4 to 6 metres wide and 25 metres in length; their steel bar frame is covered with wooden planks outside and inside



and the space between the two wooden walls is filled in with a specially prepared mass of fluid concrete. After this mass has dried and hardened, the wooden sheathing is removed and the caisson is ready for sinking.

When this stage is reached a suction-dredge clears out the ground under the bottom of the caisson which, by its own weight, sinks down to the water level. Being hollow, the caisson floats on the surface and a tug brings it to the exact spot where it is to be placed. That spot has already been dredged out to the requisite depth and examination by divers has shown whether the bottom is level. Water is pumped into the hollow of the caisson which is thereby made to sink



Unloading of rock boulders and road metal for port construction.

on the exact spot. Another suction-dredge is brought into play which drives the water out off the caisson by filling in sand from the bottom of the bay. The sand-filled caissons form a powerful foundation for any kind of paving, whether asphalt, cement slabs or rock boulders, and when all these operations are finished another stretch of 25 metres of solid mole is ready, strong enough to carry the heaviest train-loads or to serve as a foundation for a solid house.

In building a seaport Poland wishes it, of course, to be a modern port from all points of view. The port will be therefore provided with all the latest technical appliances

devised by up-to-date engineering for facilitating and expediting the loading and unloading of ships.



In the port (stacks of wooden planks prepared for exportation over sea).



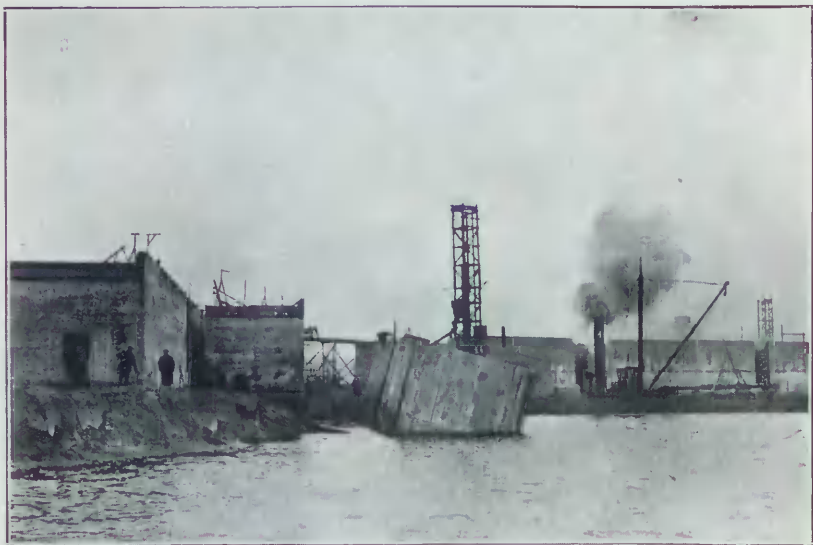
Ferro-concrete caisson half-aflloat.

On the quay for handling coal two electric cranes with a lifting power of 5 tons were erected for shipping coal from



trains or storehouses into shipholds and viceversa. The two cranes are working on a length of quay of 400 metres. Further for coal loading operations a new apparatus, the invention of a Polish engineer, M. Zbytniowski, has been adopted with excellent results in quickening up the work and in labour saving.

At the entrance of the inner harbour, a storehouse, 100 metres by 43 metres, was built, mainly for storing colonial goods. Next to it is a 10 tons crane, while over 20 cranes of various lifting power up to 25 tons are to be erected and a floating crane of 100 tons lifting power will be attached to the port. In the near future a grain elevator will be built on a quay in the inner harbour.



Caissons.

The port under construction provides a basis for the establishing of industrial undertakings. A rice-mill on a large scale is in the course of erection.

No modern seaport would be complete without a repairing dock of its own. The Polish Government is taking steps quickly and effectively to provide for this need.

Simultaneously with the construction of the port the new railway lines which it requires are being built and the necessary rolling stock ordered. Two years ago a modern railway station for passenger traffic, built in an original style, was

opened. Many kilometres of railway lines have already been laid down in the port to facilitate connection with the loading quays and to provide a sufficient number of sidings.

In the initial stages of the work several years ago the port was provided with water-works which supply ships calling at Gdynia with sound drinking-water and with water for their boilers etc.

The whole port area and coast line have been abundantly and efficiently cabled for electric lighting so that, where a few years ago at night only dim kerosene lamps flickered through the tiny window panes of the small huts, there is now the brilliant illumination of many thousands of lights



Suction-dredge and caisson in the process of floating.

which, when seen from the sea, already give the impression of a well established port.

Meanwhile Gdynia and its port have become very popular not only with the Polish government but with the whole nation. Interest for Gdynia and for the maritime problem of Poland has grown enormously. In summer crowds of tourists throng the hamlets and villages all along the shore; every room available in huts, cottages and houses is let to visitors from all over Poland, and even barns and tents are used for their accommodation. Not a day passes during the season without one or more parties of tourists even from the most distant parts of the country paying a flying visit to Poland's little stretch of sea-coast.



Sinking of a ferro-concrete caisson in its exact final location.

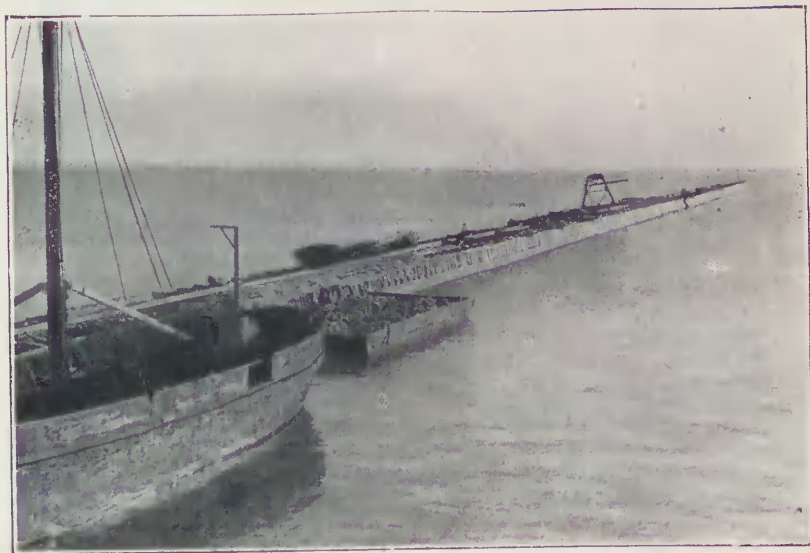
This has naturally given a great stimulus to building operations at Gdynia and in the neighbourhood. Houses, villas and hotels are springing up as if by magic. At Gdynia alone, during the last few years, some scores of villas and several hotels have been erected,



Reception at Gdynia, in 1925, of the Polish Sokol (Gymnastic Clubs) from the U. S. A.



The present energetic Polish Government with Marshal Piłsudski at its head has paid much attention to the problem of the Polish coast with the result that all the plans connected with it are being steadily pushed forward.



Northern part of the breakwater (constructed between two ranges of piles).

Increasing exports, especially of coal, to over-sea markets have shown only too clearly how much Poland loses through not having a port or shipping lines of her own. The Piłsudski government was quick not only in arriving at conclusions and in working out schemes and issuing orders but also in securing the necessary funds. The Minister of Commerce and Industry, M. Kwiatkowski, who is himself an engineer, has taken a very prominent part in giving an energetic impetus to and in extending the range of Polish activities connected with the maritime problem. Building operations in the port area and in the town of Gdynia itself are at present going on at an accelerated pace, unprecedented in these parts which were a mere sluggish backwater even at the time of Germany's roaring economic and technical development before the world war.

The new projects formed one after another for the development of the port open up new problems, and the favourable turn in the financial and economic position of the country, the enhanced credit of Poland, the strong confidence



felt in her policy of peace and good will provide a sound basis for the realization and prosperity of the enlarged schemes.

Work is going on under high pressure at the construction of the port and all along the new streets of the town. The little village of yesterday is quickly growing into a real



Dredging of the inner canal and caissons.

town. With liberality but also with discrimination the government is assisting, by means of credit, private enterprises, of institutions and corporations as well as of individuals. The National Economic Bank (*Bank Gospodarstwa Krajowego*) finances such private undertakings.

In 1927 the village of Gdynia was formally and officially raised to the rank of a town and, thanks to its having been selected as the site of the first Polish seaport, it is actually rising to that rank by leaps and bounds, in a manner that to most Europeans may appear to recall American models. The first wave of sentimental enthusiasm for Gdynia as an excellent summer resort was followed by the construction of several hotels and of some dozens of villas. But since the place was selected as a centre both of the naval authorities and also of commerce and industry, squares and streets are being laid out at a surprising rate according to well and carefully prepared plans, and what is more, they are being no less rapidly lined with buildings.

GDYNIA



Coal trucks before transloading onto ships.

The building operations of the government began with the construction of a water-tower for the water-works of the port, and since the completion of the tower the following government buildings have been taken in hand and completed: the passenger railway station, the offices of the harbour com-



Construction of quays in the North Basin.

mander, the customs house, the port construction office and an imposing primary school. There are at present under construction: the post and telegraph office, a building to house the branch of the Bank of Poland, the meteorological station, the head offices of *Żegluga Polska* (the State Shipping Line).

A church was erected out of funds raised by private subscriptions which came in quickly and readily. The town has built a town hall and municipal offices, and is paving the squares as they are laid out. The town authorities are



C r a n e s .

extending their care and supervision to esthetic problems by preventing, so far as possible, the construction of ugly buildings.

Private enterprise is competing in the construction of lofty blocks of flats, new business undertakings or branches of important Polish concerns; branches and agencies of foreign firms are being established almost every day, and the price of building sites at Gdynia has already risen to 10 \$ the square metre.

The situation of Gdynia is charming. The little hills in the neighbourhood rise to a height of over 100 metres (over 328 f) and are covered with fine woods of mixed trees. The attractiveness of the site is amply proved by the fact that most people who set up businesses in the town are building private houses for themselves in the neighbourhood. Whole clusters and colonies of attractive villas have already been erected. Though surrounded by hills, the town itself can extend on level ground in two directions. It is expected that within a few years the population of Gdynia will reach one hundred thousand.

To the north of the port under construction, near the village of Oksywie, where the basin for the Polish Navy is situated, barracks and other buildings are being erected to form a living centre for the personnel of the Navy.

The Polish Navy has several times had the pleasure of receiving at Gdynia visits from the representatives of foreign Navies. In 1927, for instance, there were among other visit-



Gdynia beach in summer.

ors at Gdynia two destroyers of the U. S. A. Navy, and their stay is held in very pleasant memory by the officers of the Polish Navy.

The necessity for Poland to have a commercial fleet of her own is becoming more and more widely realized in Poland and efforts are not spared to make that fleet a reality. The government formed a State enterprise under the firm *Żegluga Polska* (Polish Shipping Line), and within a year's time very promising results were achieved.

The supreme authority for such matters in Poland is the Merchant Marine Department of the Ministry of Industry and Commerce in Warsaw. A young generation of officers and engineers for this merchant fleet is being trained in the School of Navigation which, for the time being, is established at Tczew (Dirschau) on the Vistula. The school is on an adequate



level, theoretical and practical teaching is given by men who, before the recovery of Poland's independence acquired, in foreign sea service, the necessary experience in educating seamen.

The training ship of Tczew Navigation School is the 1300 ton threemaster „Lwów” which every year makes a long cruise, on one occasion even to South America.

In 1927 the Polish merchant fleet acquired the following vessels: ss „Wilno“, „Kałowice“, „Toruń“, „Poznań“, „Kraków” of 2000 tons each, while two passenger ships, „Gdynia“



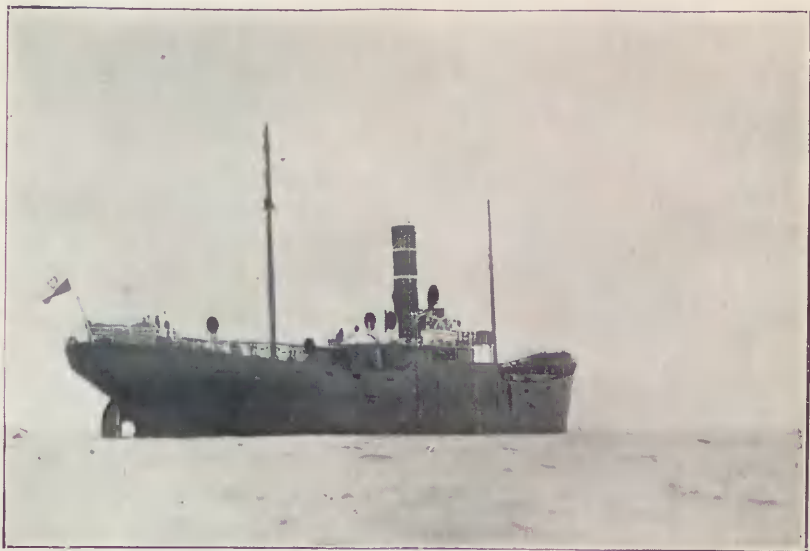
Passenger ss „Gdynia“ with the President of the Republic on board, in 1927  
(the President's flag flying from the mainmast).

and „Gdańsk” of 538 tons each were built for Poland. These ships are plying along the Polish coast where passenger traffic, especially in summer, is very brisk. They are used also, from early spring to the late autumn, for trips on the Baltic, to the capitals of the Scandinavian States and to the beauty spots on the shores of those countries.

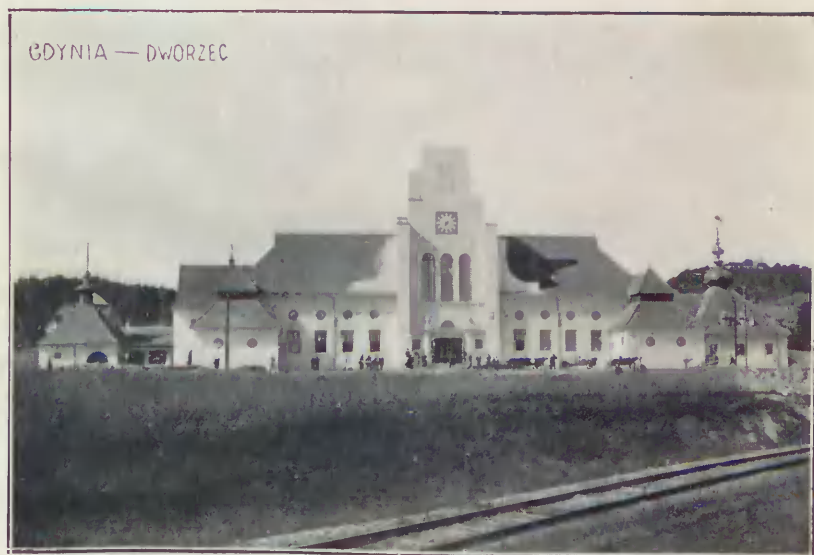
To the five cargo ships already mentioned the ss „Warta” must be added, a former transport ship of the Navy, which is now running to ports of the Mediterranean. The 1000 ton ss „Tczew” closes the list of vessels of the State-owned *Żegluga Polska*.

The coal exporters syndicate also owns two vessels, „Robur I” and „Robur II”.

The total tonnage of the Polish merchant fleet amounts to 40.000 tons w. d. No great amount to be sure, but it is



SS „Poznań”, Polish State Shipping Line.



The new passenger station (Polish-Kashubian style of architecture).

only a first step towards the creation of Polish-owned shipping, and the results achieved in a short time together with the arguments already mentioned leave no doubt that in no distant future the Polish flag will wave over a good many more vessels.

A social organisation, the Sea and River League, is busily engaged in bringing home to the community the importance of the sea and how best to make use of the access thereto. A National Fleet Committee is working for similar ends and collecting funds for the acquisition of vessels.

A sea-coast of her own, a seaport of her own and sea-going ships of her own are the vital conditions of the Poland on the Sea which is indispensable if the country is to be an independent nation, both politically and economically, and an active unit among the comity of nations, working for the return of European prosperity and for that peace which Europe, and, most of all, Poland herself need and desire so much.

~~Antoni Ratajski~~



K176/82



ANTYKWARIAT



160-

702611

E

MUZEUM  
MIASTA  
GDYNI  
BIBLIOTEKA

Mora K.  
Gdynia...  
Gdynia  
3335/142