



TRANSPORTATION OF UKRAINIAN PRISONERS-OF-WAR AND INTERNEES FROM EASTERN GALICIA TO THE POLISH POW CAMPS IN YEARS 1918–1920

Summary. In the years 1918–1921, one of the main challenges of Polish military logistics was the transportation of prisoners-of-war and internees from the front to camps located inside the country. This article will present a part of this problem, e.g., the transportation of the Ukrainian POWs and internees during and after the war for Eastern Galicia in 1918–1919. The following research questions will be analyzed: how was the Polish military system for POWs organized in terms of transportation? How did the POWs transfer stations in Lviv's prison „Brygidki” and at Przemyśl-Zasanie, as well as at the assembly points at military units, function? In which conditions were prisoners-of-war transported from the front to the interior of the country?

Keywords: prisoners-of-wars, internees, Polish Army, Ukrainian Halych Army, Polish-Ukrainian war 1918–1919

In the years 1918–1921, one of the main challenges of Polish military logistics was the transportation of the prisoners-of-wars and internees from the frontline to camps located in the interior of the country. Large masses of POWs had to be evacuated from the front, especially in the late spring and summer of 1919, as well as in August and September 1920. In this presentation, I would like to present a part of this problem, that is, the transportation of Ukrainian prisoners of war and internees from the front as well as from Eastern Galicia during and after the Polish-Ukrainian war. During the offensives in May and July 1919, several thousand of Ukrainian Halych Army soldiers were taken prisoner by the Polish army; in addition, several thousand civilians were arrested and deported from Galicia; all these people ended up in camps located in the western part

of Galicia, in Central Poland and also in Pomerania. In this presentation, I would like to answer the following research questions: How was the Polish POW service organized in terms of transporting POWs from the front? How did the so-called „POW assembly points,” belonging to regiments, brigades or divisions and the „POW transfer stations” in Brygidki and Zasanie function? How and under what conditions were transports of prisoners and internees inside the country performed? Why and how were the prisoners and internees moved between camps?

During and after the Polish-Ukrainian war, circa 35 000–40 000 people, both UHA soldiers and Ukrainian civilians, were interned in the camps, located in the Western Galicia or in the territory of Central Poland (at that time called Congress Poland), in 1920 also in Pomerania. Among the most important ones, there were Dąbie (near Cracow), Wadowice, Pikulice near Przemyśl, Strzałków, Modlin, Dęblin, three camps located in the territory of Brest-Litovsk fortress (unfamous Bugszopy, Koszary Grajewskie and Fort Berga), Tuchola near Grudziądz; in 1919 there were also a few temporary camps in the Eastern Galicia, including Stanisławów, Złoczów, Czortków. It is necessary to add at that point, that the so-called „POW transfer stations” located on the territory of the Lviv prison „Brygidki” and in the barrack in Przemyśl in Zasanie district also belonged to the Polish captivity system.

Usually, Ukrainian civilians were interned by the gendarmerie, then interrogated at the nearest gendarmerie station, and, at the end, transferred to the „POW transfer station,” while soldiers of the UHA were captured on the front-line during fights, or – as it was during Polish offensives in May and July 1919 – during the Ukrainian retreat, when the Ukrainian units were encircled by the Polish forces.

As a rule, the first thing after capturing, was stripping prisoners-of-war of their equipment and uniforms. This practice was so common, that the Ministry of the Military Affairs (Polish: Ministerstwo Spraw Wojskowych, further: MSWojsk.) issued a special order, emphasizing that such behavior is incompatible with the international regulations, and also makes it impossible for the captives to be used for labour purposes later; moreover, their survival of the winter in ragged prison uniforms is questionable. They, therefore, asked the Supreme Command of the Polish Army (further: NDWP) to issue an order strictly forbidding such

practices.¹ Then, the captives were subjected to interrogation. As early as November 30, 1918, the Command of the Polish Forces for Eastern Galicia (Polish: Dowództwo Wojska Polskiego na Galicję Wschodnią, further: DWP GW) issued an order, that each POW was to be interrogated by an intelligence officer.² In Lviv, in December 1918, the interrogation of soldiers was to be carried out by the commandant of the transfer station and officers assigned to assist them; prisoners of war, on the other hand, were admitted to the abovementioned station on the basis of written or verbal reports from the commandant of the POW transport. The internees were to be interrogated by the intelligence unit. After interrogation, both the prisoners of war and the internees were to be sent immediately to the camp of Dąbie.³ Such practices lasted for a couple of months. Finally, the detailed order for transporting and registering POWs and internees was set up by the MSWojsk. on July 11, 1919, while instructions of interrogation had been set up two months earlier.⁴ According to the Second Bureau of the ministry instruction from May 20, 1919, the captives were to be examined immediately after being taken prisoner, before the moment of shock had passed. Great importance was attached to the psychological approach, namely: to the ability to examine, to instill the impression that the examinee was incapable of deceiving the interrogating officer, to emphasize the consistency of answers; if there was a suspicion that the examinee was lying, questions were to be asked again randomly after the interrogation was over. It was underlined that a great impression was made on the prisoners by announcing to them the data, which had already been collected from other prisoners. What was of the real interest to the intelligence? Everything about military units, beginning with information about where a particular soldier served, where he was taken prisoner, where his units and headquarters are located, how many men were in the unit, how

¹ Central Military Archive of Military Historical Bureau (further: CAW-WBH) CAW-WBH, sign. I.301.10.336, document from the MSWojsk. to the NDWP, no. 7347/Mob., dated August 20, 1919 on the prohibition of dismemberment of prisoners of war by troops at the front, unpaginated.

² Command of the Polish Forces for Eastern Galicia, Order no. 8, Lviv, November 30, 1918, item 5 [print].

³ Command of the Polish Forces for Eastern Galicia, Order no. 23, Lviv, December 18, 1918, no. O.W.147 [print].

⁴ CAW-WBH, sign. I.301.10.333, no. 5849/Mob., dated July 11, 1919, Order for transporting, registering and sending to camps prisoners of war, internees, refugees and re-emigrants, unpaginated.

officers handled soldiers, whether there are many wounded and sick, what diseases, armaments and supplies were like, and what rumors circulated among soldiers.⁵ What concerns the order of the interrogation, at first, the captives were to be examined at the regimental command, then at the division command, and only in exceptional cases – at the army command. After the interrogation, the POWs were to be sent back to assembly points. Analogously, in the case of internees, they were to be sent to the division command, where an intelligence officer was to check whether there was actually a reason for internment.⁶

After the interrogation, the POW had to be sent to „divisional assembly points”. It is worth noting that on the Galician Front each division was to organize its own POW assembly point.⁷ The 6th Rifle Division organized one in Ternopil, in the „Franz Josef Barracks,” the 10th Infantry Division in Borszczów, the 3rd Legionary Infantry Division in Yampol, and the 5th Infantry Division in Kopyczyńce. Until the assembly points in all divisions and the „POW transfer station” in Lviv were organized, the POW assembly stations in Ternopil, Chortkiv, Kopyczyńce and Złoczów in the area of Command of Lviv Staging District had been still about to function,⁸ (after they were to be liquidated). At the assembly points at the divisions, the registration of a person was to be carried out, paying particular attention to the correct data of capture and whether the prisoner of war was taken prisoner by force or deserted from the Ukrainian Halych Army. Two copies of the registration card were to be filled out there, then sent together with the POW to the transfer station. In the case of internees, the forms were to be filled out by the division command, while it was emphasized that columns 7 and 8 should always be filled out (where, when and by whom interned, reason for internment). It should also be noted that those prisoners of war and internees, who had some sort of crime on their record were to have the appropriate notes written on their registration forms and were sent immediately from the transfer station to military prisons. The prisoner of war or internee

⁵ CAW-WBH, sign. I.301.10.333, no. O. I.L 2265, issued May 20, 1919, Interrogation Instruction, unpaginated.

⁶ CAW-WBH, sign. I.301.10.333, no. 5849/Mob., dated July 11, 1919, Order for transporting, registering and sending to camps prisoners of war, internees, refugees and re-emigrants, unpaginated.

⁷ This was introduced by NDWP order no. 40338/IV, dated September 12, 1919.

⁸ CAW-WBH, sign. I.301.10.334, numer L.IV.57/I. Jeń, dated September 26, 1919 on the organization of assembly points at divisions on the Galician Front, Letter from the DWP GW to the NDWP, unpaginated.

was then taken to a transfer station, from where he was immediately sent to camps in the interior of the country. Arbitrary sending directly from the front to the camps was forbidden (nevertheless, it happened many times). The duties of the transfer stations included: checking that POWs and internees had a complete set of documents; noting where they were being sent (copies of the registration forms were to be sent to the Ministry of Military Affairs and the originals to the camp, where the person was to be sent); collating and sending out transports; and, of utmost importance, sanitary control of people, who arrived to the station (including disinfecting all those passing through the station).⁹

When a sufficient number of prisoners of war and/or internees gathered at the transfer stations, it was ordered to send them to the camps. This was done by railroad transports. Escorts were provided by units subordinate to the Supreme Command of the Polish Army.¹⁰ In December 1918, DWP for GW ordered, that batches of no more than 200 people per day had to be sent to the camp of Dąbie.¹¹ Later, batches of up to 1400 people were sent from Lviv to camps, punctuation in both: Western Galicia and the Congress Poland.

From the transfer stations in Brygidki and Przemyśl-Zasanie, the following transports were identified, which were processed westwards in the spring of 1919:

- April 14, 1919 – Transfer Station in Lviv – 488 people sent to Dąbie.¹²
- May 2, 1919 – Transfer Station in Lviv – 465 people sent to Dąbie and Wadowice.¹³
- May 31, 1919 – Transfer Station in Lviv – 92 POWs sent to Wadowice.

⁹ CAW-WBH, sign. I.301.10.333, no. 5849/Mob. dated July 11, 1919, Order for transporting, registering and sending to camps prisoners of war, internees, refugees and re-emigrants, unpaginated.

¹⁰ CAW-WBH, sign. I.301.10.357, Letter from the MSWojsk. to the NDWP, no. 5231/Mob., dated June 29, 1919, regarding the behavior of the convoy of transport of Ukrainian prisoners of war in Łódź, unpaginated.

¹¹ Command of the Polish Forces for Eastern Galicia, Order no. 8, Lviv, November 30, 1918, item 4 [print].

¹² CAW-WBH, sign. I.304.1.63, Letter from the Transfer Station in Lviv to the Quartermaster Office of the DWP GW L. 442/19, dated April 14, 1919 regarding the clearance of the transport no. VII, unpaginated.

¹³ CAW-WBH, sign. I.304.1.63, Census of prisoners of war and internees from the transport no. VIII, dated May 2, 1919, unpaginated.

- June 13, 1919 – Transfer Station in Lviv – 1442 POWs sent to Wadowice.¹⁴
- June 29, 1919 – [probably Przemyśl-Zasanie Transfer Station] – 600 POWs sent to Dąbie.¹⁵

To the above mentioned list, there should be added the transport of 1200 prisoners of war, who arrived at the Brest-Litovsk fortress on July 22, 1919, and who was probably also set out from Przemyśl-Zasanie via Kowel.¹⁶ There were also other cases: prisoners of war, taken in the last phase of the Polish offensive in Eastern Galicia, had been concentrated in Buczacz, from where they were sent to Brest-Litovsk *via* Stanisławów, Lviv and Przemyśl.¹⁷ Sometimes the transports were directed to the wrong places, which prolonged the already long way to the camps: in May 1919, the prisoners were sent to the liquidated camp in Szczygiorno instead of Strzałkowo, which caused the intervention of the MSWojsk.¹⁸

There were also incidents, such as the transport of 794 POWs and internees from the camps in the Brest-Litovsk fortress to Dąbie in August 1919. More attention should be paid to discuss it. The reason for transporting a part of the prisoners-of-war from the fortress to Cracow was, according to the information gathered from transported people, the announced visitation of one of the foreign missions; in fact, it was rather needed to reduce the number of prisoners due to the typhus and dysentery epidemic. For this reason, on August 2, 1919, a hasty cleanup of the „Koszary Grajewskie” (Grajewy Barracks) camp began, the number of sanitary personnel was increased, the camp and people were disinfected, they were shorn and bathed. After midnight on August 3, people were woken up for breakfast, and then 262 of them went to the train station (they were given some food supplies for the road). The group from „Fort Berga” camp received

¹⁴ CAW-WBH, sign. I.301.10.357, Letter from the MSWojsk. to the NDWP, no. 5003/Mob., dated June 27, 1919 on forbidding sending POWs to Wadowice and sending 250 POWs to Modlin, unpaginated.

¹⁵ It was only instruction of Ministry of Military Affairs; it is not known if implemented, CAW-WBH, sign. I.301.10.357, MSWojsk., letter to Command of General Military District in Lviv, no. 5239/Mob. dated June 29, 1919 regarding the return of prisoners of war to Dąbie, unpaginated.

¹⁶ CAW-WBH, sign. I.301.10.7, no. 176/J, Letter from the Commander of the Brest Litovsk Fortress to the NDWP dated July 24, 1919, regarding the transport of prisoners of war under the command of Lt. Fedina.

¹⁷ E. WISZKA, *Brześć Litewski. Obozy jeńców i internowanych 1919–1921*, Toruń 2010, s. 37.

¹⁸ CAW-WBH, sign. I.301.10.332, Letter from the MSWojsk. to the NDWP number Dep. I, no. 4631/Mob., dated May 23, 1919 on the transfer of prisoners of war to Strzałkowo, unpaginated.

nothing but breakfast and raw peas. In addition, a group of prisoners-of-war from „Bugszopy” camp was also attached to them. The peasants were packed into freight cars, and the 28 intelligentsia members (among them there were 8 Greek-catholic priests and 8 women) were packed into a third-class passenger car. The journey took 3 days (August 4–6, 1919); during the whole way, cadet Łuczycki of the 35th Infantry Regiment, who was in charge of the transport, did not allow the cars to be opened to allow the transportees to take care of natural needs. The railcars were reportedly sealed – „they (POWs) were hauled like cattle, and perhaps worse”. No food was served, and a few or a dozen internees died during the journey (on the other hand, the Polish sources report only one death in a train car), but their bodies were not removed. Physical needs were taken care of in the cars, and when a hole was cut in one of the wagons, it was immediately clogged by Polish soldiers.¹⁹ In addition, at the Granica station, the captives were beaten by the soldiers of general Haller’s army. Upon arrival in Krakow, people had been so weak, that 116 of them were brought to Dąbie on stretchers. „People could barely get out, others fell straight from the train cars, others were led out by stronger”.²⁰ Two corpses were thrown from the train cars, one person died in an instance after crossing the camp gate. Apparently, 18 corpses remained in the carriages.²¹ This resulted in dozens of people being sent to the hospital the next day after arrival.²² Those, who could not stand were deposited at the registration building (75 people, 3 of whom died immediately).²³ As they were confined to a barracks (quarantine), they received nothing to eat. As a result, the local POWs and internees gave them their lunch and dinner (milk and bread of better quality were bought for them in the following days). The result of such

¹⁹ О. Л-КА, *Табір в Берестю (спомини)*, [в:] *Ювілейний альманах української жіночої громади в Нью Йорку 1921–1931*, ред. С. АБРАГАМОВСЬКА, Ю. ПІЩАК, Л. ПРИДАТКЕВИЧ, Нью Йорк 1931, с. 177–178.

²⁰ Report from Dąbie dated August 28, 1919, Central State Historical Archive of Ukraine in Lviv (further: ЦДАІУА), ф. 462, оп. 1, спр. 58, л. 115; О. Л-КА, *Табір в Берестю...*, с. 178.

²¹ О. Л-КА, *Табір в Берестю...*, с. 178.

²² CAW-WBH, sign. I.301.17.32, unpaginated. The Command of General Military District Kraków telegram of August 15, 1919, contains information, that seems certain, that 19 prisoners of war were sent directly to the hospital, while on August 7, 37 more were sent from the camp already; an account by Ukrainian О. L-ka states that the number was 200, which seems an exaggerated figure. Copy of Command of General Military District Kraków telegram no. IV. O.W./67860, dated August 15, 1919, regarding transportation from Brest-Litovsk.

²³ О. Л-КА, *Табір в Берестю...*, с. 178.

a treatment was the death of some of the newcomers. The unconfirmed data from „Vpered” („Вперед”) newspaper puts the number of victims at 63 until September 17, 1919.²⁴ The Ministry of Military Affairs requested the Supreme Command of the Polish Army to investigate the case; it was ordered to hold the authorities who were at „gulty of the fact that the transport of Ukrainian prisoners-of-war was sent back from Brest-Litovsk into the central part of the country in such a terrible sanitary condition,” which, according to the Ministry, threatened to spread the plague throughout the country.²⁵ Other newspapers also wrote about this transport. The Jews were interested in it due to the large number of internees of this nationality in the transport.²⁶ There is a suspicion that such a disastrous organization was caused by the transfer of captives from one authority to another. Incidentally, on August 29, 1919, the Supreme Command of the Polish Army issued an order to the Brest-Litovsk fortress command, forbidding the shipment of prisoners-of-war who were not cleaned of lice and had not been subjected to the 20-day quarantine in other camps or in the POW labor units, since such situations, despite the regulations in force, continued to occur.²⁷ On the other hand, one of the next transports to Dąbie – which arrived on August 15, 1919, from the Transfer Station in Przemyśl-Zasanie – was found to be „in complete disorder”. 447 people were sent, without specifying whether they were prisoners of war or internees, 115 people were not included in the list at all, others were again entered twice, and the commander of the transport did not present any order or other document stating whether or not and until when these people had collected money. In addition, it was impossible to clarify, who was a prisoner-of-war and who was an internee. The MSWojsk., therefore,

²⁴ *Що діється в Домбю?*, „Вперед”, ч. 95, вересень 17, 1919.

²⁵ CAW-WBH, sign. I.301.10.336, Report from Dąbie by the delegate of the Jewish National Council, dated August 15, 1919, unpaginated; ЦДАІАУЛ, ф. 462, оп. 1, спр. 58, л. 74, Copy of letter from Dąbie camp of [August] 1919; ЦДАІАУЛ, ф. 462, оп. 1, спр. 58, л. 95–96, Report on sanitary conditions in Dąbie by medical student Oleksa Sakhanchuk, 1919 y.; ЦДАІАУЛ, ф. 462, оп. 1, спр. 58, л. 113, Transport of POWs and internees from Brest to Dąbie; CAW-WBH, sygn. I.301.17.29, Letter from the MSWojsk. Dep. IX L. 6637, dated July 15, 1919, regarding transportation of POWs inland and sanitary conditions in Włocławek, Sompolno, and Strzałkowo, unpaginated.

²⁶ *Транспорт інтернованих з табору в Берестю Литовським до табору в Домбю*, „Вперед”, ч. 92, вересень 13, 1919.

²⁷ CAW-WBH, sign. I.301.17.29. Draft of NDWP’s letter to Brest-Litovsk Fortress Command, no. 35440/IV, dated [29.08]. 1919, regarding shipment of transports from POW camps, unpaginated.

ordered the Command of General Military of the District of Lviv to conduct an investigation and bring those responsible to justice.²⁸

Due to the constant overcrowding in the camps, the Ministry of Military Affairs, from time to time, had to give instructions where to direct transports. Thus, the MSWojsk., by letter no. 2093/Mob. of May 12, 1919, notified the NDWP, that as of May 16 the prisoners of war were to be sent back to Strzałkowo, but people were still being sent to other, already overcrowded places. As of June 4, all transports were to be sent to Brest-Litovsk.²⁹ In a letter dated for June 27, 1919, the MSWojsk. once again asked the NDWP not to send the prisoners-of-war to Wadowice, as the camp is overcrowded, and, instead, to send them back to Brest-Litovsk. It also asked to send 250 Ukrainian POWs to Modlin to be used there for work.³⁰ However, that transport was transferred to Strzałkowo.³¹ In mid-September 1919, the MSWojsk. ordered all transports of prisoners-of-war to be sent only to Pikulice. This was due to the typhus epidemic in Dąbie and Strzałkowo. Hence, and sending them to Wadowice was *inadvisable*. The NDWP added that POWs should be sent only to Pikulice, and unconditionally by the route provided for in the regulations, i.e. through the transfer stations. They were to be segregated only after the typhus epidemic was eliminated, and then distributed among the camps. The NDWP particularly stressed strict execution of this order, since failure to comply risked closure of the last camp still open (Pikulice), and the impossibility of sending the prisoners to the center of the country. The strict implementation of the order was the responsibility of the individual commands of the fronts, fortresses, as well as commands of the staging districts.³²

²⁸ CAW-WBH, sign. I.301.10.336, Order of the MSWojsk. to Command of General Military District Lviv, no. 7870/Mob. of August 29, 1919, on disorderly of transporting the prisoners of war and internees, unpaginated.

²⁹ CAW-WBH, sign. I.301.10.356, Letter from the MSWojsk. to the NDWP, no. 3551/Mob. dated June 10, 1919, on the transportation of prisoners of war from Strzałkowo to Brest-Litovsk, unpaginated.

³⁰ CAW-WBH, sign. I.301.10.357, Letter from the MSWojsk. to the NDWP, no. 5003/Mob. of June 27, 1919, on not directing POWs to Wadowice and sending 250 POWs to Modlin, unpaginated.

³¹ CAW-WBH, sign. I.301.10.357, Letter from the MSWojsk. to the NDWP, no. 5231/Mob. of June 29, 1919, on the behavior of the convoy of transport of Ukrainian prisoners of war in Łódź, unpaginated.

³² CAW-WBH, sign. I.310.8.30, NDWP, Order no. 48430/IV of September 23, 1919, concerning the transfer stations for prisoners of war, unpaginated.

It even came to an absurd situation that a transport of 360 officers from Dąbie to Strzałków, was sent back to Pikulice after not being accepted in the latter place, and then again back to Dąbie.³³

The road to the camp was often a hard physical and mental experience, both for the internees and for the UHA soldiers, especially at the end of 1918, when the Poles were „on a wave” of patriotic feelings, and the Ukrainian side’s actions seemed to them, at the very least, treasonous. The accounts, written in late 1918 and early 1919, seem quite credible for depicting how the Poles behaved towards the captives. It seems that the most difficult situation was in Lviv in November 1918. Mykola Dmytriuk stated that „Polish society, under the influence of the fresh patriotic press, simply fell into an exaltation of frenzied anger and hatred towards the guided captives”. Vulgarities were shouted at the led prisoners, they were spat upon, and vengeance was demanded on the spot. Soldiers beat the captives and took away their clothes and shoes.³⁴ On the other hand, a senior artilleryman Semen Prokurant reported that they were escorted from Brygidki to the station in fours, with the two senior sergeants walking in the lead having their hands tied, while the entire column was bound with chains (these facts, however, are difficult to verify). Lieutenant J.G. stated, that in Lviv women spat on Ukrainians, and children threw stones at them.³⁵ Negative attitudes toward Ukrainians were also felt by the POWs in Rzeszów. When they were led to dinner, onlookers shouted: „What, for dinner? give him poison, don’t eat, drive them to the barracks, pour kerosene on them and burn the «cabanas»”.³⁶ Such behaviour can also be found in many other accounts. Therefore, unfortunately, it should be considered the norm rather than an exception. Officers were in a not much better situation. Second Lieutenant, Yaroslav Marenin of the 6th Sokal

³³ CAW-WBH, sign. I.310.8.30, Telegram from the NDWP to the Command of the South-Western Front, dated September 16, 1919, regarding the routing of prisoners of war to Pikulice, unpaginated; CAW-WBH, ref. I.301.10.334, Notification from the MSWojsk. to the NDWP Dep. I, no. 8665/Mob., dated September 13, 1919, regarding the dispatch of prisoners of war through transfer stations, unpaginated.

³⁴ Central State Archive of Supreme Bodies of Power and Administration of Ukraine in Kyiv (further: ЦДАБО), ф. 2188, он. 3, сип. 43 л. 2, Mykola Dmytriuk’s account of his stay in the Dąbie camp, dated January 21, 1919.

³⁵ National Library in Warsaw (further: BN), Taras Shevchenko Society collection, microfilm 92035, Memoirs of Capt. Chet. J. G., 1919–1920, p. 285v–286.

³⁶ It was a contemptuous term for Ukrainians, literally means „pigs”, ЦДАБО, ф. 2188, он. 3, сип. 43; Semen Prokurant’s account of his stay in the Dąbie and Wadowice camps [early 1919?], л. 8.

Brigade was taken prisoner on the night of May 31 – June 1, 1919, in Zaboczyki. From there, he and his comrades were sent back to Brzeżany, from where the privates were forced to march on foot, and a cart to Złoczów was arranged for the officers. Marenin stated that the escort had treated them well, but at the castle where they were reviewed and roughed up by a civilian crowd that time (this was happening even before the temporary camp was organized there). Then, after a few days, they were taken to Lviv, where, almost naked, they were led through the streets of the city, first to the prison on Batory Street and later to Brygidki. According to the author, due to the evacuation of the city, on June 23, 1919, about 600 captives were escorted from Brygidki to the Kleparów railroad station, and from there they were sent to Pikulice. They stayed in Pikulice for one day. During that time a search was conducted, and all valuables and foodstuffs were taken away. They were then moved to Zasanie, where a bath was arranged for them. From Zasanie, a transport was formed and the people were taken to Brest Litovsk.³⁷ In turn, the wounded lieutenant Antin Nawolski, despite his protests, was taken out of the hospital in December 1918, and was laid in the snow at the main station in Lviv, where the crowd began shouting „knock out the son of a bitch”. The gathered people were also kicking his wounded leg.³⁸ Another transport, from Buczacz to Brest, in the summer of 1919, was also held in dire conditions: during its formation, the captives received nothing but thin soup and a meager breakfast prepared by the local Jewish-Ukrainian committee. Fifty or more people were stuffed into the train cars. Water and food were not provided. The prisoners were transported further. During the transport, which lasted from July 15 to 27, the captives received only a little bread, two cans of food from the Entente supplies, coffee, rice, and American rusks, obviously in insufficient quantities. In addition, the arrival in Brest itself must have been a hard experience: on July 27, 1919, the assembled Polish population showered the prisoners with „a hail of curses, insults and threats”.³⁹ Lt. Mykhailo Slobidski cited the reaction of a Polish official in Halych when he became upset with the Ukrainian officers when they were asked by him whether „the officers still wanted Ukraine”. After the UHA officers answered in the affirmative,

³⁷ BN, Taras Shevchenko Society collection, microfilm 92255, Чет. Ярослав Маренін (Yaroslav Marenin), Спомини з початків польської неволи (VI 1919–1920), p. 618–621.

³⁸ BN, Taras Shevchenko Society collection, microfilm 92255, Лтп. Антін Навольський (Antin Nawolski), Спогади про полонення, перебування в Домб'ю 1918–1919, p. 734.

³⁹ E. WISZKA, *Brześć Litewski...*, s. 38–39.

the official said, „And damn you, Ukrainian provocateurs! Do you guys still crave Ukraine? I'd have all of you shot, ... your mothers!”⁴⁰

On the other hand, the transport from Zasanie to Dąbie, which set out on August 19, 1919, in the number of 180 people, stopped in Rzeszów, where everyone was taken out of the train, and led through the streets of the city. The 10 people who were beaten were taken to the hospital, and when they returned to the station, the soldiers of general Haller's Army rushed at the captives and spat. In turn, on August 20, 1919, another transit transport was pelted by shepherds with stones, two of which hit the heads of the women being transported (they were seriously injured).⁴¹ Additionally, it should be added that very often transports were supplied with less food than they should have been, or none at all. During one of the transports from Brygidki to Strzałkowo the prisoners had allegedly been given water without bread only four times for eight days, which, however, seems unlikely.⁴² Despite the decommissioning of the Brest-Litovsk camps in November 1919 and their conversion into a transfer station, some UHA officers and soldiers remained there until January 1920. Not until the middle of that month, were they transported to Wadowice. Once again, the transport took place under harsh conditions – 300 Ukrainians and Bolsheviks were crammed into train cars without stoves. The journey lasted six days without food, only on the fifth day in Czestochowa, did the captives receive black coffee.⁴³

Prisoners-of-war from hospitals located in Eastern Galicia were also transported by sanitary trains. During the transportation of 147 wounded Ukrainian prisoners-of-war by the Polish Army Hospital Train no. 12 from Stanislawiv to Lviv on July 12 and 13, 1919, some of UHA officers broke several windows and behaved rudely towards the escort, in addition, it turned out that they had not been searched, so agitational literature was found with them.⁴⁴

From the trains, prisoners and internees were escorted by escorts to the camps, where they were taken under the control of the camp authorities. For

⁴⁰ М. СЛОВІДСЬКИЙ, *Невільницькі спогади. 3. Гнів побідника*, „Український прапор”, ч. 6, травень 15, 1929.

⁴¹ ЦДАУА, ф. 462, оп. 1, спр. 58. л. 67, Information on transports to Dąbie in August 1919.

⁴² ЦДАУА, ф. 462, оп. 1, спр. 61, л. 26, Letter from Petr Wyszniwski to his wife dated August 15, 1919.

⁴³ BN, NTSz, microfilm 92035, Memoirs of chet. J. G., 1919–1920, p. 281v.

⁴⁴ CAW-WBH, sign. I.301.17.25, Report of Polish Army Hospital Train no. 12, dated July 1919.

example, in Dąbie they were received by an inspection officer in a spacious courtyard, with the escort remaining until the people were counted and taken over by the camp officers, and after that they were led as a compact detachment outside the camp area.⁴⁵ Many of the POWs remembered the moment they crossed the camp gates, because in the accounts, we find descriptions of the main entrances to these places. This is how lieutenant Jarosław Diakon remembered arriving in Pikulice: „Already from a distance, you can see that ominous inscription on the gate: «POW Camp no. 4 in Pikulice». We passed through the gate and they closed this gate behind us, and behind many [of us] forever”.⁴⁶ It should be added that, in practice, searches took place at each stage of the transport. Here is the description of one situation that occurred in Pikulice:

We found ourselves in a large square, where a search began for weapons „so that what kind of „hajdamaka – caban” would not shoot later”. At the same time, clothes were taken off. Whatever clothes, watches, money, gold and silver rings, and other precious items had been left, were immediately taken away, supposedly as a deposit. In the process, they were beaten. Oh, they beat mercilessly, and none of us will forget this beating as long as we live.⁴⁷

Ukrainian prisoners-of-war and internees usually followed a similar path – after being detained from assembly points at the units, through the division to the transfer stations, from where they were sent in large transports to camps located west or north to Eastern Galicia. The organization of these transports left a lot to be desired. Likewise, the movement of people between camps. There were often food shortage, non-adapted, non-disinfected and overcrowded train cars. As we can see, the violence was very often used against the POWs and internees by the guards or the civilian crowds. A transport from Brest-Litovsk to Dąbie in August 1919 was particularly echoed, when several hundred Ukrainians were transported in scandalous conditions, some of whom already died during the transport, and many after arriving at the camp. The supreme Polish

⁴⁵ ЦДАДА, ф. 214, оп. 1, спр. 600, л. 25, Letter from Command of General Military District Kraków O.W. 89661, dated October 23, 1919, regarding alleged escapes from Dąbie.

⁴⁶ *Relacja porucznika Jarosława Diakona z pobytu w niewoli polskiej od lipca 1919 r. do lutego 1920 r. z 18 lutego 1920 r.*, [w:] W. WĘGLEWICZ, *Życie jeńców z Ukraińskiej Armii Halickiej w obozie w Pikulicach w świetle czterech źródeł z 1919 i 1920 r.*, „Rocznik Przemyski” 2017, vol. 53, Historia, no. 1, s. 269.

⁴⁷ *Ibidem*, s. 269–270.

military authorities issued orders to improve the conditions of transportation many times, but in that situation of that period, it was hard to introduce, and through the whole year 1919, the situation did not improve much.

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Wiktor Węglewicz

**TRANSPORT UKRAIŃSKICH JEŃCÓW I INTERNOWANYCH
Z GALICJI WSCHODNIEJ DO POLSKICH OBOZÓW JENIECKICH
W LATACH 1918–1920**

Streszczenie. W latach 1918–1921 jednym z wyzwań polskiej logistyki wojskowej był transport jeńców i internowanych z frontu do obozów wewnątrz kraju. W niniejszym artykule zostanie przedstawiony wycinek tego problemu, to jest transport jeńców i ukraińskich internowanych zarówno w okresie wojny o Galicję Wschodnią 1918–1919, jak i po jej zakończeniu. W artykule przeanalizowano zagadnienie organizacji polskiego aparatu wojskowego do spraw jeńców. Przedstawiona została kwestia funkcjonowania stacji rozdzielczych jeńców we lwowskich Brygidkach i Przemysłu-Zasaniu oraz punktach zbiorczych przy jednostkach wojskowych. Omówiono warunki, w jakich transportowano jeńców z frontu do wewnątrz kraju.

Słowa kluczowe: jeńcy, internowani, Wojsko Polskie, Ukraińska Armia Halicka, wojna polsko-ukraińska, 1918–1919

Віктор Веглевич

ПЕРЕВЕЗЕННЯ УКРАЇНСЬКИХ ПОЛОНЕНИХ ТА ІНТЕРНОВАНИХ ЗІ СХІДНОЇ ГАЛИЧИНИ ДО ПОЛЬСЬКИХ ТАБОРІВ ДЛЯ ВІЙСЬКОВОПОЛОНЕНИХ У 1918–1920 РР.

Анотація. У 1918–1921 роках одним із завдань польської військової логістики було транспортування полонених та інтернованих з фронту до таборів усередині країни. У цій статті розглянуто фрагмент цієї проблеми, тобто перевезення українських полонених та інтернованих під час війни за Східну Галичину 1918–1919 рр., а також після її закінчення. У статті аналізується організація польського військового апарату для роботи з військовополоненими. Було представлено питання функціонування пунктів розподілу військовополонених у львівських Бригідках та в Перемишль-Засанні, а також збірних пунктів при військових частинах. Обговорюються умови, в яких перевозили військовополонених з фронту в глиб країни.

Ключові слова: військовополонені, інтерновані, Військо Польське, Українська Галицька Армія, польсько-українська війна, 1918–1919 рр.