

REPORT
OF
Second Annual Conference
CONSTITUTION AND RULES,
OF THE
INTERNATIONAL FEDERATION OF SHIP, DOCK & RIVER WORKERS,
NOW KNOWN AS THE
International Transport Workers' Federation,
HELD AT THE
Club and Institute Union, Clerkenwell Road,
LONDON, E.C.,
On Tuesday, Wednesday & Thursday, June 14, 15, & 16, 1898.

FIRST DAY.

The Conference opened at 11 a.m., June 14th.

Present—Messrs. Tom McCarthy, F. Foster, W. Harris, W. Gorman, J. Wignall, T. B. Davies, Dock, Wharf, Riverside and General Labourers' Union; Messrs. Harry Brill and T. Twigg, National Amalgamated Coal Porters' Union; Messrs. W. Gray and T. E. Smith, National Amalgamated Union of Labour; Mr. T. O. Farrell, Thames Steam Ship Workers; Mr. C. Skelton, Amalgamated Protective Union of Engine Drivers, &c.; Messrs. G. Kellerman, C. Rickert, and — Lehmann, German Dockers; Mr. A. Störmer, German Seamen; Mr. C. Lindley, Swedish Transport Workers' Federation; Messrs. Andreas Nilsen, and K. Retvedt, Drammen Dockers (Norway); Mr. A. M. Roikjer, Copenhagen Transport Workers; Mr. R. Navarre, French Port Workers; Mr. Tom Mann, Havre Port Workers and Bordeaux Seamen (The Sailors and Fishermen of the Lower Loire sent their adhesion through Mr. Tom Mann). Messrs. Felix Volkhovsky and N. W. Tchaykovsky attended on behalf of the Russian Port Workers, and there were also present Messrs. G. Shelley, Treasurer; H. W. Kay, Finance Committee; and Tom Chambers, Clerk to the Council.

The Conference was opened on Tuesday, June 14th, by the President, Mr. Tom Mann, addressing a few words of welcome to the delegates. A credential committee was at once appointed, and the conference settled down to work. It was resolved that the proceedings of the conference should be private.

The PRESIDENT then presented the Report, and pointed out the reason the federation came into existence on June 10th, 1896, viz., the necessity for better organisation amongst port workers and seagoing men. At that time there was no real national organisation of transport workers in any country. But since that time Sweden had been making the pace by the formation of the "Svenska Transportarbetareförbundet" (Swedish Transport Workers' Federation). In Germany good progress had also been made. It will be remembered that at the time of the Hamburg strike, 1896-7, the

state of organisation was not good, but since that time a National Union of Dock Labourers, and also a National Union of Seamen had been formed. He was especially glad to welcome the Danish delegate, who was with us for the first time. At present the Copenhagen transport workers were connected with the Federation by wearing the International Button but there were hopes that the connection would soon be of a more definite nature. A National Conference of Transport Workers had been held in Norway, in May last, the question of International Federation being postponed for a time, but the Dockers' Unions in Drammen, Moss, and Kristiana had, however, decided not to wait until the question was settled nationally, but at once joined the International.

In FRANCE organisation is progressing. The transport workers are at present engaged in forming a National Federation, which he hoped would be successful.

SPAIN and ITALY were trying, against great odds, to organise. The movement against all advanced sections made by the Spanish government had a very deterrent effect on trade union organisation of every kind, but we were now in touch with Bilboa and Barcelona. In ITALY the Genoese dockers were organising, but were mainly concerned with establishing co-operative societies with a view to eliminating the middlemen.

With the NETHERLANDS the position had not altered since last year. The difficulties, mainly religious, which existed between the workers in these countries were extended to the trades union movement and had hampered progress, but doubtless this would be overcome.

In RUSSIA, as is well known, the law prevents organisation, but with the help of the Society of Friends of Russian Freedom, we were gradually getting into touch with the port workers.

Steps were being taken with regard to four of the chief transport unions in AMERICA which will probably result in their joining the International Federation. We were in constant touch with AUSTRALIA and NEW ZEALAND, and were in friendly relations with all; there were plenty of signs of a closer relationship being established between the Federation and the Colonies.

Coming back to the United Kingdom, he regretted to report that the Sailors' Union, which was with us last year, had been unable to pay their fees to the Federation, and had accordingly dropped out. The following letter had been received from the National Union of Dock Labourers:—

“46, Hanover Street, Liverpool, June 9th, 1898.

“Mr. T. Chambers,

“Dear Sir,—Herewith I enclose you cheque for £13 17s. 9d., our liabilities to the International Federation up to date. I am also instructed to notify you that our Annual Meeting has decided to sever the connection with the Federation for the time being, the main reasons given for such a course being their desire to build up a National Federation in the first instance and to devote the funds paid to the International Federation to that purpose. I am of opinion, however, that our severance will be but of a temporary nature and that ere long we shall resume our old relations

“With best wishes for the success of the Federation,

“Yours fraternally,

“(Signed) JAMES SEXTON, General Secretary.”

He was of opinion that, in spite of defections in Britain, the Federation was stronger and better in every way than at the corresponding period last

year. Then we were in a somewhat nebulous condition, and the Federation lacked cohesion. Cohesion had now been obtained, and the result was that the Federation now knew where it was, and would be able during the coming year to do much towards securing the adhesion of many important organisations, and help materially in bettering the condition of large numbers of workers.

The Report of the Credentials Committee was accepted.

The Financial Statement presented showed—Balance in hand, June 1st, 1897, £5 15s. 5½d. Income since, £579 4s. 3½d. The expenditure during the same period was £585 17s. 11½d., thus leaving a deficit of 18s. 2½d. on the General Fund. The International Fund started the year with a balance in hand of £43 12s. 10d., and £37 10s. had been spent on organising visits to the Continent, leaving a balance in hand of £6 2s. 10d.

It was moved by T. B. DAVIES, seconded by TOM MCCARTHY:—"That the Financial Report be adopted," which was carried unanimously, and instructions were given to the new Council to immediately open up negotiations with the Sailors' Union with a view to their indebtedness to the Federation being cleared.

WELSH COAL STRIKE.

The PRESIDENT then moved urgency for the following resolution, which was seconded by CHAS. LINDLEY:—

"That we the Delegates to the Annual Conference of the International Federation of Ship, Dock and River Workers send hearty congratulations to our comrades, the Miners in South Wales, who are making so gallant a struggle against organised capital, to obtain an improvement in their condition. We strongly protest against the Government in so unnecessarily sending troops into the mining districts at the behest of the mine-owners. We condemn the Tory Government for thus repeating the bloodthirsty tactics of a previous Liberal Government, who sent troops to Featherstone in Yorkshire and shot down peaceful citizens. We trust that the workers will not fail to see that, whether Liberals or Tories are in power, in either case it means the capitalists are in power, and we urge upon the miners in South Wales to immediately organise, effectively and independently, both politically and industrially, for the assertion of their manhood and the securing of the right to life, liberty and happiness. Meanwhile we urge upon our comrades the necessity for immediately rendering all possible financial assistance to our brothers in distress who, with their wives and children, number over half a million souls."

It was spoken to by Messrs. McCarthy, Kay, and Wignall, and carried unanimously.

REPORTS OF DELEGATES.

Mr. STÖRMER reported that, since the last conference a National Union of Seamen had been formed in Germany, which embraced all the ports except Stettin. They were in a much stronger position than last year. He called attention to a report of last conference which had been issued by the "Musée Social," of Paris, in which it was stated by M. Festy, who attended the conference last year, by request of the "Musée Social," that the Federation was a purely British organisation. This statement he entirely disagreed with.

Mr. LINDLEY reported that in Sweden the character of the men was greatly improved by trade unionism. In Gothenburg 1,200 men were

organised, comprising the whole of the men in the port. In all ports, no matter how small, attempts are being made to organise the whole of the men. In some of the ports the wages are higher than for the same class of work in British ports, and a system of sharing the work equally among all the men has been adopted. In other trades the example of the transport workers has been followed, and unions are being formed all over the country. He was of the opinion that we shall do better if we go in for more work, and concluded an excellent report with an appeal for the formation of a National Federation of Transport Workers in Britain.

TOM MCCARTHY reported that the strike of the Welsh miners was having a serious effect on the Dock, Wharf, Riverside and General Labourers' Union, most of their members in Wales consequently being out of employment. But this was only temporary, and they would pick up again immediately work was recommenced. If the Shipping Federation could be faced in half a dozen ports at once it would be beaten, but we must have no more sectionalism. The employers were everywhere federating and closing up their ranks, and all the knowledge and experience gained during the past ten years must be brought to bear upon them.

Mr. NILSEN, of Drammen, Norway, brought greetings from the Union in Drammen. He was glad to say that the movement in Norway was gaining in strength and power. Though the National Federation had postponed the question of International Federation its need and power was recognised. The ports of Kristiana and Moss might be relied upon to keep their words, and they would join the International. In Drammen they had been successful in beating the employers this year. The International Federation of Workers would teach the Great Powers more than they could possibly learn from "Guns," and he hoped that the Federation would soon be more powerful than the "Triple Alliance." He had pleasant recollections of the visit of the President to Norway in the autumn of last year, and concluded by thanking the Britishers for having started the movement.

The French delegate said they had in Paris 8,000 port workers, and there were 1,662 in the Union. A great meeting of 10,000 workers had just been held in the "Tivoli-Vauxhall," when Mr. Jaures spoke of the Federation and its President in very complimentary terms, which were enthusiastically received by the vast audience. He hoped they would soon be able to say they had a National Federation in France.

M. ROIKJER, of Copenhagen, Denmark, said that when the Copenhagen men decided to send a delegate to this Conference they went a long way in the direction of organisation. During the past two-and-a-half years they had been paying special attention to the question of organisation, and although the union was young they had made good progress, as before the formation of the union they had no fixed wages. Recently the employers had reduced the number of men in a gang from eleven to five, the result being a strike of 500 men. The Union offered to negotiate with the employers, but the employers refused to meet them. It was then decided to hold large public meetings in order to influence public opinion. The meetings were held, and public opinion was decidedly against the employers, since then the employers have offered to negotiate, and a good result is expected. They have plenty of work in hand just now, the formation of a National Federation of Port Workers, this was necessary, as in the provinces, the men belong to the General Labourers' Union. Out of the 3,500 men they had in Copenhagen 700 were seamen, and only members of the Union can get a job in the harbour. The

whole movement had began with the visit paid by the President, and Mr Lindley, last year. The time has been too short to get in reports from the local Unions, but they would soon join the Federation.

Mr. KELLERMAN, Germany, said that the Union had 31 sections in 17 towns, and they had repaid £5,000 of the debt they had contracted through the Hamburg strike. The last member of the Union who was imprisoned through the strike was released that morning. The Dockers had shewn their International Solidarity by contributing £1,250 to the Engineers of Great Britain during the recent dispute. He was of the opinion that the Federation should spend more money on organising work, especially in Turkey, Russia, and Mid-Europe. The buttons were unnecessary and should be dropped. An inspector had been appointed whose sole duty it was to look after the machinery, &c., in the harbour. The Annual Congress would be held on July 17th.

CONGRATULATORY TELEGRAMS.

The following congratulatory telegrams were received during the sitting of the Congress :—

“Swedish Transport Workers’ Federation sends fraternal greetings. Trusts the work of the Conference will be successful. Long life to the International Federation.”

“Luck and Blessing in labouring for the labourer’s right—United Norwegian Dock Labourers.”

“Greetings from Norwegian Comrades! Live for ever the International Brotherhood.—Kristiana Lossearbeidernesforening, Strand.”

“American Longshoremen’s Union sends hearty greetings and sincere wishes for successful meeting and world wide Federation.—Edward McHugh, President.”

“Gothenburg Transport Workers send their brotherly greetings and hopes for an unanimous and practical movement between all nations.”

“Long life to the International combination! From the Woodyard and Sawmill Workers of Gefle.”

“Uddevalla Transport Workers send fraternal greetings, and hope for assistance in the maintenance of Trade Union principles.”

SECOND DAY.

UNLOADING OF CARGOES BY SHIPS’ CREWS.

Mr. GORMAN, Dock, Wharf, Riverside and General Labourers’ Union, Bristol, reported that on May 1st they had successfully put into force the resolution of last year *re* unloading of cargoes by ships’ crews.

Mr. DAVIES stated that on the N.E. Coast of England the practice of crews discharging on sailing ships was increasing.

Mr. GRAY, National Amalgamated Union of Labour, said that on the Tyne the men will not work with the crews, but where it was the practice for a member of the crew to work the winches, it operated in favour of the men, as they got an increase of a man in the gang, with no decrease of tonnage, but it was wrong in principle, and often dangerous, because of the mixed languages.

Mr. STÖRMER stated that the German law compelled the seamen to obey the commands of the captain, and the men must work the cargo if required, or be imprisoned.

Mr. McCARTHY, Dock, Wharf, Riverside, and General Labourers' Union, London, pointed out that the practice was confined solely to sailing ships in this country.

Mr. FARRELL, Thames Steam Ship Workers, stated that with his members, the winch was worked by one of the crew when on piece work, and by the gang when on day work.

Mr. WIGNALL, Dock, Wharf, Riverside, and General Labourers' Union, Swansea, said that in his district it only applies to steam ships and not to sailing vessels. The men had expressed satisfaction at the question being taken up, but they will not do anything in the matter unless they get definite instructions. He was of the opinion that the practice could be stopped with the co operation of the sailors.

Mr. FOSTER, Dock, Wharf, Riverside, and General Labourers' Union, London, pointed out the great danger of men being injured through being compelled to work with men who did not understand their language.

Mr. LINDLEY stated they had no power to stop this practice. Wherever British ships went it was customary for them to work their own winches all over the world. This practice would be stopped as far as Sweden was concerned, as soon as they had the power, but it was impossible to move unless the sailors were organised. They had trouble with German vessels who had used their own crews in order to avoid paying the overtime rate of one kroner per hour. The men then refused to work during the ordinary time, and the crews had consequently been compelled to do the whole of the work themselves. One of the first vessels to arrive at Stockholm this Spring was the German S.S. "Sweden," which had a double crew on board. The local men were powerless to interfere because of the earliness of the season, but the employer had been made to understand that if he attempted to do the same again, he would be "blocked" in all their ports. It is very seldom that the crews of steam vessels do anything towards discharging cargoes, other than driving the winch, which is customary everywhere. Sailing ships, on the contrary, generally work their cargo with the aid of one or two men from ashore, and the system is so deeply engrafted that they do not see any possibility of making a start to abolish it.

Mr. NILSEN, Norway, said, as far as they were concerned, the practice was confined to sailing vessels only; steamers were obliged to employ the Dockers. As to Sunday labour, in Drammen they do not work on Sunday, and not after 6 p.m. on other days. They have been offered large wages to do this, but have consistently refused. Recently they have been successful in getting an additional 6½d. per hour for overtime. They in Drammen were prepared to obey the decision of the Conference, whatever it might be, on this matter.

The following resolution was then moved by McCARTHY, and seconded by T. DAVIES:—

"That the delegates assembled are of opinion that the practice of loading and discharging ships by crews in foreign ports is inimical to the welfare of the sailors and the native workmen, and should be abolished as soon as possible, and that the Unions in the Federation be urged to at once take steps to bring about a change in this direction."

The French delegate stated that in the department of the Seine, sailors are forbidden by the practice of the port to load or unload cargoes. In 1883 an attempt was made to start the practice, but was defeated. In 1895 another attempt was made by the "Sugar Company," but this was also

defeated. There were a few rare exceptions, confined solely to the coasting trade.

The resolution was then put and carried unanimously.

DEPUTATION FROM WELSH MINERS.

At this stage it was intimated to the Conference that a deputation from the Welsh Miners were desirous of making a statement. Resolved: "That the deputation be heard." The deputation, consisting of Messrs. David Morgan, and John Williams were then introduced to the Conference.

Mr. MORGAN expressed great pleasure at addressing an International Conference, and wished that it could have been under happier circumstances. Their men had now been out eleven weeks, and were entirely without funds; but notwithstanding this, they were bound to fight against the sliding scale, as under it the employers were having things all their own way. The sliding scale being purely automatic, the men had thought that Trades Unions were unnecessary, but they have now found out their mistake. Now the men are convinced that the sliding scale must be done away with altogether, and a new organisation be started. In conclusion, he appealed to those workers who were organised, for financial assistance, as their own people were entirely destitute, but were still as determined as ever.

Mr. WILLIAMS regretted that he and his colleague were not representing a General Union of the men, but only districts that once were well organised. The employers thought they would be able to get the men back at work under even worse conditions than before. Prices had governed wages; but now the men demanded that wages should govern prices, so as to put a stop to the gambling in the flesh and blood of the workers; they also insisted on the appointment of a Conciliation Board. For the sake of the women and children he appealed for financial assistance.

The PRESIDENT informed the deputation of the resolution that had been passed by the Conference, and promised that the Federated Unions would do all they could. The deputation then withdrew.

HOLIDAYS.

The Conference next proceeded to discuss the question of a Saturday half-holiday and abolition of Sunday work, the resolution being moved by delegates from the Dockers' Union.

Mr. LINDLEY pointed out that the Saturday half-holiday was a purely British custom. It did not apply to other countries, and it would be madness for the Transport workers to go for it Internationally. The question was discussed at their National Conference, and while not being able to go for it themselves, they would support the Britishers in their desire to obtain the half-holiday.

Mr. FOSTER asked the Continental representatives to take the matter back to their respective countries, point out that the Britishers desired it, and urge them to go in for it themselves.

Mr. KELLERMAN said the Germans liked their half-holiday on Sunday or any other time when they could get it. He suggested that each country should settle its own time for starting and leaving off work.

Mr. NILSEN would like to have supported the proposal, but a demand of that kind would do great damage to their organisation. He could only promise the same thing as Mr. Lindley had done.

Mr. ROIKJER agreed with the principle of the resolution, but agreed with his Scandinavian colleagues.

Mr. WIGNALL stated that in one Dock in Swansea the half-holiday was recognised, but not in others. Some of the men left off at four o'clock, and they had tried to get up to the one o'clock, but the employers refused the demand until it became more general.

Mr. RICKERT, on behalf of the German Dockers, advocated a compromise on the matter. If the one o'clock could not be obtained, then cease work at three or four.

The resolution was ultimately carried as follows:—"That it be an instruction to the Central Council of the International Federation to take what steps they may consider necessary to secure for the Transport workers of all countries, where desired, a Saturday half-holiday."

A resolution "That the Federation demand and enforce an eight-hour day at the earliest possible opportunity" was carried unanimously; also "That all night work and Sunday work be abolished as far as possible."

LEGISLATION.

It was then moved by the Dock, Wharf, Riverside and General Labourers' Union, "That the method of bringing the programme of the International Federation into effect should be by propaganda work, negotiation, and the use of the ballot box purely in the interests of labour."

The FRENCH DELEGATE was in favour of propaganda work and negotiation, but he doubted the wisdom of political action. Their organisation, as an organisation, could not go in for politics, but it was left for individual members to please themselves. He wanted the workers to get what they wanted for themselves without having to go to the politicians.

Mr. KELLERMAN said the German law on the matter was the same as the French Law, but nevertheless they went in for firm political action.

Mr. ROIKJER said that by rule of the National Federation of Trades in Denmark, members of the Social Democratic Council had representation on the managing committees of the Trade Unions. Mr. Janssen, Social Democratic M.P., being Secretary of the Trade Union Council.

The resolution was carried unanimously.

The following was then submitted:—

"That the International Federation set to work to obtain a further extension of the Factory Acts to Docks, in regard to the 'Particulars' clause, and overtime for young persons, as well as the increase of the present inadequate staff of inspectors, and to agitate for the extension of the 'Unfenced Machinery' clause to all plant, gear, and staging used on the Docks." Carried unanimously.

Also the following:—

"That the International Federation endeavour to secure the abolition of 'Common employment,' as well as the abolition of the maximum limit of compensation." Carried unanimously.

Moved by Mr. H. BRILL, National Amalgamated Coal Porters:—

"That owing to the serious risk incurred by not having any means of escape when loading two or three decked vessels, this Conference hereby instructs the Central Council to take whatever steps are necessary to bring the question before proper authorities with a view to securing escape holes between decks of such vessels, and thus preventing the lamentable accidents that take place under existing circumstances."

Mr. BRILL suggested that the Board of Trade should be asked to take the matter up.

Mr. WIGNALL seconded, and stated that the Board of Trade promised the West of England men that the matter would be seen into. New ships are provided with escape holes, but some of the old ones were veritable death traps.

Mr. McCARTHY said that the Newport men have been able to influence the Board of Trade. The officials have power to deal with the matter, and they will exercise it if proper representation is made.

Mr. FARRELL urged that it should also apply to general cargo. This was agreed to, and the resolution was carried.

BLOCKING OF SHIPS.

Mr. LINDLEY then moved "That the Federated Unions of Dock Labourers and Coal Porters bring pressure to bear on the Sailors and Firemen on ships visiting their respective ports to compel them to become members of the Union in their respective countries, and wear the International Button," but said that if all the ships sailing from Britain manned by non-union men were blocked, it would mean the stoppage of all British Trade, but he would like to bring pressure to bear on the men wherever possible. It was seconded by Mr. STÖRMER and supported by Mr. KAY.

Mr. TCHAYKOVSKY appealed to all sections to help to spread the movement amongst the Russians, and suggested that all information on the matter should be sent to the Central Council. The resolution was carried.

Mr. LINDLEY moved "That boycott of vessels be resorted to in all cases where it may be necessary in order to bring pressure to bear upon an employer of labour, and all that Federated or Affiliated Unions shall consider it their duty to use their utmost endeavours to realise the same upon an order from the Central Council."

Mr. KAY seconded, as the resolution included one of the most important principles of Trades Unionism, and urged that the power should be used wherever possible.

Mr. NILSEN supported the resolution, as he believed it was one of the most important down for discussion. Carried unanimously.

POSITION OF THE SEAMEN.

Mr. STÖRMER moved "That the International Federation enquire into the whole question of Sailors' Homes and Shipping Offices, also the general treatment of the seamen afloat and ashore, with a view to taking steps internationally to secure the abolition of abuses." Carried unanimously.

Moved by GERMAN DELEGATE:—"That it be an instruction to the Central Council of the International Federation to prepare a digest of the Maritime laws of all nations with regard to the questions of Manning, Food, Accommodation and Wages." Carried.

Resolved, "That the Central Council draw up a list of correspondents for all ports."

Moved by Mr. McCARTHY:—"Seeing that the existing disorganised state of the sailors and firemen of the United Kingdom is a menace and danger to the Transport Workers Unions; this Conference is of opinion that the said Unions should immediately undertake the organisation of the seagoing men. This resolution, he contended, was necessary, because there was not in Britain, as in some other countries, a strong Union of sailors. His one

desire was the progress of the general movement and general organisation of the seamen, and asked that the Conference should pass the resolution on behalf of the sailors and firemen.

Mr. FOSTER seconded.

Mr. LINDLEY regretted very much the position of the sailors and firemen. The fault was that the members of the Union left their affairs in the hands of an incompetent Executive. The resolution was supported by several other delegates, and carried unanimously.

THIRD DAY.

AMENDMENTS TO THE CONSTITUTION.

The next business taken was a proposal to change the name of the Federation. It was resolved that as this was an important question, the vote would be taken by nations.

It was then moved by Mr. McCARTHY, seconded by Mr. FOSTER "That the name of the Federation should be changed to "The International Federation of Workers."

Mr. LINDLEY moved and Mr. STÖRMER seconded an amendment, "That the name be changed to 'The International Transport Workers Federation.'

Mr. NILSEN strongly supported the changing the name from "The International Federation of Ship, Dock, and River Workers," but he thought that it was too early to go in for a General Federation, and advised the voting for Mr. Lindley's amendment.

Mr. GRAY wished to know, if the Federation was made general, how it would effect the National Amalgamated Union of Labour. They had 27,000 members of all sections, 2,000 of whom were connected with Transport work: If the Federation was made general, a ballot of the whole of their members would have to be taken before they could join, and should the Union as a whole decide to keep outside, would the 2,000 who are now federated be compelled to withdraw? The PRESIDENT gave his opinion, in reply, that the 2,000 would not be compelled to withdraw.

Mr. ROIKJER preferred a Transport Workers' Federation to a General Federation. This particular Federation had been formed for Transport workers, and it was important that it should remain a Transport Workers Federation only. There was plenty of work to be done to bring the Transport workers into line.

Mr. TWIGG could not see any real change of name in Mr. Lindley's amendment. The Federation was on too narrow a basis, and he was of opinion that it might well be made to cover anyone, so as to be the beginning of a General International Federation.

Mr. LINDLEY said he did not want to narrow down, but was of the opinion that the time was not quite ripe for International Federation of a general character, though the word "Transport" must be taken in its widest sense, including all Railway-men, Carmen, Carters, Tramway-men, &c.

Mr. McCARTHY accepted all that had been said by the Continental delegates, but the British Delegates were desirous of seeing a General Federation brought into existence. The question was not vital, at the present moment, and they would accept the decision of the Conference. From what he could see, the opinion of the Continental men was in favour of a sectional Federation, and he would not press his resolution.

The amendment of Mr. Lindley thereupon became the substantive motion, and was carried unanimously.

As the General Election was taking place that day in Germany, the Conference ordered the following resolution to be sent to the "Vorvaerts," Berlin :—"Die auf dem Jährlichen Congress in London versammelten Delegirten der Internationalen Federation der Transport Arbeiter wünscht den deutschen Genossen einen durchschlagen den Erfolg bei den heutigen Wahlen." (The delegates of the International Federation of Transport Workers, assembled in Congress in London, wish their German comrades a striking and magnificent success in to-day's elections.)

Mr. LINDLEY moved "That Federated Unions be allowed to send one delegate for from one hundred to two thousand members, and one for each additional two thousand." This being seconded

Mr. DAVIES moved and Mr. FOSTER seconded "the previous question," on the vote being taken by Unions, this was carried and the old rule remains.

Mr. LINDLEY moved "That the travelling expenses of delegates to the Conference be pooled and borne by the Unions in proportion to their membership." This was seconded by Mr. STÖRMER, and both mover and seconder pointed out how unfair the arrangement which obtained at present was upon the small Unions coming from a long distance.

Mr. KELLERMAN moved "That each organisation or National organisation, respectively, shall defray its own expenses in connection therewith." He was of opinion that as long as there was not sufficient funds in the hands of the Federation to pay the whole of the expenses, it would be better to let it remain as at present. He saw a great difficulty in working out Mr. Lindley's proposal, as it was really a proposal to increase representation at the Conference, and if a Union could not afford to pay its own expenses, it was not worth having.

Mr. KAY seconded, and pointed out the tax it was on the Dock, Wharf, Riverside and General Labourers' Union to send their full number of delegates, even under the old arrangement, and it would come harder on them if they had to pay for other Unions as well.

Mr. NILSEN supported the proposal of Mr. Lindley.

Mr. ROIKJER thought that Unions should pay their own expenses. While it was a good thing to help smaller Unions and urge them to take part in the Conference, it would not be wise to pay their expenses.

Mr. KELLERMAN's amendment was carried.

Mr. KELLERMAN moved : "That in the event of a strike the Federation shall raise a levy on all members of 2½d. per week, which shall be sent without any deduction to the Union whose members are on strike."

He thought it was time we had something definite on this question of finance. Each Union knows how it is fixed, but the others did not know. If the resolution was carried they could send in 24 hours £300, and he would like to know what the others could do. It would be of great assistance for a union to know that it had a good substantial backing when their members were on strike, and if only the members represented at conference paid the levy it would amount to a good round sum each week.

Mr. NILSEN said his Union would do all in its power, but they could not support the German resolution as it stood. It was not practical to raise a fixed sum.

Mr. ROIKJER took the same view.

Mr. MCCARTHY moved as an amendment :—"That the Central

Council of the Federation, being satisfied as to the *bona fides* of a dispute, shall recommend all Federated Unions to levy their members in support, provided always that the Union affected shall have first levied its members who may be at work."

This is a purely voluntary arrangement, they could not see their way to hand over to the Federation the power to levy. At present the men would not respond, but they would have to be brought up to this level. The rules of his Union stated that a levy could only be enforced when a majority of two-thirds of the members had been obtained.

Mr. WIGNALL seconded, as the amendment fitted present day circumstances better than the original motion. In his district (Swansea) there was a general outcry against a compulsory levy.

Mr. LINDLEY said we must be honest. If the Federation was to be a fighting organisation the Central Council must have the power to levy, but we are not ripe for the compulsory levy yet. He could not support the German proposal, but they would raise what sums were necessary.

Mr. SHELLEY supported the principle of compulsory levy.

A foreign delegate favoured an arrangement whereby the Central Council could first make enquiries, and if the dispute was *bona fide* they should then apply to the Unions for a levy. After making enquiries the Central Council should send the information to the Unions and then recommend to the Unions that a sufficient amount to meet requirements should be levied on the members.

The PRESIDENT remarked that if fights were to be conducted scientifically the power of raising a levy must eventually be vested in the Central Council, and there must be sufficient discipline on the part of the men to obey when the word goes out for a levy. For the present it would be best to go just as far in this direction as the temper of the members called for.

Moved by Mr. LINDLEY, seconded by Mr. STÖRMER :—"That the question be postponed until next Conference, so that full particulars of the powers of the various unions and their willingness to obey orders in this direction might be obtained." This was lost, and the motion of Mr. McCarthy was carried by 10 votes to 6.

BRITISH FEDERATION.

Urgency was then asked for the following motion, proposed by Mr. RICKERT and seconded by Mr. LINDLEY :—"That a National Conference of all Transport Workers of Great Britain and Ireland be called at an early date in order to form a National Federation."

Urgency being granted, Mr. McCARTHY said he was glad such a resolution had come from the Continental men. If the resolution was carried and the National Conference held, it would give an opportunity of making real progress.

Most of the British delegates expressed themselves in favour of the proposal, a point being raised as to who was to be responsible for calling the Conference, the opinion being very generally expressed that as the National Union of Dock Labourers had withdrawn from the International Federation in order that they might do something towards forming a National Federation, this Union should be invited to convene the Conference. With this understanding the resolution was carried unanimously and the Central Council was instructed to see that a conference is convened.

Mr. GARRITY, as representing the Amalgamated Society of Railway Servants, then stated that he had been deputed to convey to the Conference fraternal greetings from his Union, he expressed great pleasure at hearing the resolution calling for the formation of a National Transport Workers Federation passed, and he would submit it to the Executive Council of the Union on his return. In this movement he saw the beginning of an attempt to beat the employers with their own weapons, and he wished it all possible success.

After some little discussion, the following resolution, on the motion of Mr. MCCARTHY, seconded by Mr. LINDLEY, was carried unanimously:—

“That this Conference of Delegates representing British and Continental Transport Workers by land and sea, urges on the British Railway Employees in their various Trade Unions, to at once consider the question of National and International Federation.”

On the question of contributions to the Central Council from Extra-European unions, the suggestions of the Central Council, which provided for uniformity of such contributions were endorsed by the Conference.

BUTTONS.

The question of the “Button” next came up for discussion. Mr. Lindley urging that it should be compulsory on all members of the Federated Unions, and if it was to serve any real purpose it should be issued quarterly. Mr. Nilsen was in favour of a Button to be issued annually.

It was resolved “that an annual Button (metal) be issued, and only the number guaranteed by the Unions to be purchased.”

On the question of the Monthly Report, Mr. Störmer was desirous that it should be printed in three languages.

Mr. RETVEDT thought that it should be issued in English, as at present, and let each country translate and issue for itself. It was resolved to adopt Mr. Retvedt's suggestion.

ELECTION OF OFFICERS.

President, Tom Mann; Vice-President, Chas. Lindley; Treasurer, George Shelley; Trustees, Harry Orbell, Tom McCarthy; Auditors, Frank Foster, William Green; Clerk, Tom Chambers.

On the election of the Central Council, in addition to the British representatives, it was decided that a representative should be appointed from each other country, who, if he could not attend the meetings should be consulted by letter.

A FOREIGN DELEGATE asked that the agenda for each meeting of the Council should be printed in the monthly report.

The Council was then elected as follows:—Messrs. BRILL, KAY, FARRELL and SMITH. The names from Continental countries to be sent on.

NEXT CONFERENCE.

Mr. KELLERMAN moved “That the next Conference be held in September, 1899, at Berlin, and to fit in with the holding of the International Trade Union and Socialist Workers' Congress.

Mr. LINDLEY seconded, and gave notice that he would move that the Congress in 1900 should be held in Stockholm.

Mr. MCCARTHY wished to know how much freedom would be allowed the Conference in its deliberations if it was held in Germany.

This was explained to the satisfaction of the delegates by Mr. KELLERMAN, who would make all arrangements and enquiries. It being ultimately carried "That the next Conference be held in Berlin, but it prohibited, then in Sweden."

Before the Conference closed, the PRESIDENT stated that he would like the Conference to express its thanks to Mr. and Mrs. Macpherson, who were in the room, for the work they had done for the Federation in France, resulting in the expulsion of Mr. Macpherson and the break-up of all their arrangements. The suggestion was received with hearty applause. Both Mr and Mrs. Macpherson said that they were pleased to have been of service to the Federation.

Mr. LINDLEY then pressed on the delegates the necessity of doing something towards blocking the ships of Mr. Sanne, of Uddevalla, wherever they had the chance, as by so doing, the British would be rendering great service to the Swedish Transport Workers.

The Conference then closed.

Constitution and Rules.

Name.

THE INTERNATIONAL TRANSPORT-WORKERS' FEDERATION.

Objects.

- 1.—To promote and extend the adoption of Trade Union principles.
- 2.—To secure and maintain the Federation of all Trade Unions connected with the Transport trades, both land and sea.
- 3.—To assist in securing a reduction of working hours, and to establish a maximum working day for the Transport-workers of the world.
- 4.—To assist in increasing the rates of wages paid to workers in the transport industries, and to establish uniform rates of pay for the same class of work for all Transport-workers where practicable.
- 5.—To secure the due enforcement and impartial administration of all laws, with adequate inspection, which have for their object the protection and betterment of the workers.
- 6.—To remove the causes,³ and bring about the settlement, of all industrial disputes in the trades covered by this Federation by conciliatory methods, or, failing such settlement, to organise a strike, or strikes, if need be, concurrently of all Transport-workers.

3. The causes of industrial disputes shall be removed, and the settlement of such disputes shall be brought about by conciliatory methods, or, failing such settlement, by strikes, if need be, concurrently of all Transport-workers. This article shall not apply to disputes between employers and employees in any one of the trades covered by this Federation, or to disputes between employers and employees in any one of the trades covered by this Federation, or to disputes between employers and employees in any one of the trades covered by this Federation.

Rules.

1.—This Federation shall consist of any number of organisations, or outside the British Isles such persons, as may on application be approved by the Central Council of the Federation, connected with the Transport Trades.

2.—Any organisation desiring to federate shall apply to the Central Council of the Federation for a form of application, which form shall be filled in and signed by the responsible officials of such organisation.

3.—Each organisation federated shall pay a contribution to the Central Council of the Federation at the rate of one penny per member per quarter ; such contribution to be paid, monthly by British Unions and quarterly by other Unions, in advance.

4.—The Central Council shall have the power to decide the rate of contribution to be paid from countries outside Europe when application is made to federate by the respective organisations.

5.—**Government.** For the supreme government of this Federation there shall be an Annual Conference of Delegates, held at such time and in such country as may be decided upon by the Central Council.

6.—**Annual Conference.** The Annual Conference shall consist of delegates elected by, and sent from, the organisations federated, in the proportion of one delegate for any number of members up to one thousand, and one for each additional thousand up to five thousand, and a delegate for each additional five thousand up to fifty thousand, and one delegate for each additional twenty thousand. The Central Council shall have the power to convene a **Special Conference** of delegates should occasion of sufficient gravity arise, or should one-third of the organisations federated desire such Conference. Each organisation or National organisation, respectively, shall defray its own expenses in sending delegates to either a National or Special Conference.

7.—Duties of the Annual Conference shall be:—

a. To elect President, Vice-President, Treasurer, Trustees, Auditors, Central Council and Clerk to the Council. It shall have power to remove any officers and elect others in their stead.

b. To receive Annual Report of progress and financial position of the Federation. The Annual Report of the financial position shall be prepared by the Clerk to the Council, and afterwards printed and issued to the various organisations.

c. To elect a Committee of not less than seven members from its numbers, who shall consider all disputes between Federated Unions, in cases where Unions have appealed to the Conference, and report to the Conference.

d. It shall elect a Central Council in the following manner:—Each organisation may nominate, in writing, a candidate ; such nomination to be sent in at least one month before the Annual Conference. The Central Council shall consist of President, Vice-President, Treasurer, and not more than ten members chosen from the Unions federated, in no case shall more than one member of any organisation connected with this Federation be allowed to sit on the Central Council, this not to apply to officers. Officers

not to vote at meetings of the Central Council, with the exception of the President, who shall have a casting vote. Nominations for President, Vice-President, Treasurer, Trustees, and Auditors will be received in writing on the first day of the Conference. There shall be two Trustees and two Auditors.

8.—Duties of the Central Council shall be :—

a. The Central Council shall meet on the first Tuesday in every month, if necessary. The President shall have discretionary power to call a special meeting of the Council whenever he considers the business of sufficient importance.

b. The Central Council shall have the power to determine questions where these rules are silent, and to interpret any doubtful rule; and shall have full power to make Bye-laws for the conduct of business and other objects of the Federation until the Annual Conference, which shall confirm them or make such modifications as the Conference may think proper. The Central Council shall have the entire management and superintendence of the Federation.

c. The Central Council shall have power to suspend any organisation acting contrary to the Federation. The decision of the Central Council shall be binding upon all organisations connected with the Federation, unless such decisions be reversed on appeal to the Special or Annual Conference; pending such appeal the decision of the Council shall be enforced.

d. The Central Council shall issue to the organisations federated a quarterly statement giving the details of income and expenditure, with the arrears of payments due from any organisation federated. Organisations more than six months in arrears with their fees to be suspended from the Federation until such time as they pay up.

e. The Central Council shall have the power to arrange for the settlement of disputes between federated unions by means of arbitration, the method of arbitration to be agreed upon by the unions affected.

9.—**Disputes.** The Central Council shall have the power to declare an International Strike, or National Strike, only when the consent of the majority of the members of the Federated Unions has been obtained. The International Federation will not be responsible for any sectional strike which has not been sanctioned by the Central Council.

10.—**Raising of Funds for Disputes.** In case of disputes endorsed by the Central Council, they shall strongly recommend all Federated Unions to levy themselves for the adequate support of the men engaged in the dispute, provided always that the unions affected shall have first levied their own members who may be at work.

11.—**Alteration of Rules.** These Rules may be altered, amended, or rescinded by the Annual Conference, or by a Special Conference summoned for that purpose.

12.—**Dissolution.** When the organisations connected with the Federation are reduced to two, the Federation may be dissolved by a two-thirds vote of a representative meeting of delegates of the respective organisations called for that purpose.

REPORT
OF
Second Annual Conference
CONSTITUTION AND RULES,

OF THE
INTERNATIONAL FEDERATION OF SHIP, DOCK & RIVER WORKERS,
NOW KNOWN AS THE

International Transport Workers' Federation,

HELD AT THE

Club and Institute Union, Clerkenwell Road,

LONDON, E.C.,

On Tuesday, Wednesday & Thursday, June 14, 15, & 16, 1898.

FIRST DAY.

The Conference opened at 11 a.m., June 14th.

Present—Messrs. Tom McCarthy, F. Foster, W. Harris, W. Gorman, J. Wignall, T. B. Davies, Dock, Wharf, Riverside and General Labourers' Union; Messrs. Harry Brill and T. Twigg, National Amalgamated Coal Porters' Union; Messrs. W. Gray and T. E. Smith, National Amalgamated Union of Labour; Mr. T. O. Farrell, Thames Steam Ship Workers; Mr. C. Skelton, Amalgamated Protective Union of Engine Drivers, &c.; Messrs. G. Kellerman, C. Rickert, and — Lehmann, German Dockers; Mr. A. Störmer, German Seamen; Mr. C. Lindley, Swedish Transport Workers' Federation; Messrs. Andreas Nilsen, and K. Retvedt, Drammen Dockers (Norway); Mr. A. M. Roikjer, Copenhagen Transport Workers; Mr. R. Navarre, French Port Workers; Mr. Tom Mann, Havre Port Workers and Bordeaux Seamen (The Sailors and Fishermen of the Lower Loire sent their adhesion through Mr. Tom Mann). Messrs. Felix Volkhovskiy and N. W. Tchaykovskiy attended on behalf of the Russian Port Workers, and there were also present Messrs. G. Shelley, Treasurer; H. W. Kay, Finance Committee; and Tom Chambers, Clerk to the Council.

The Conference was opened on Tuesday, June 14th, by the President, Mr. Tom Mann, addressing a few words of welcome to the delegates. A credential committee was at once appointed, and the conference settled down to work. It was resolved that the proceedings of the conference should be private.

The PRESIDENT then presented the Report, and pointed out the reason the federation came into existence on June 10th, 1896, viz., the necessity for better organisation amongst port workers and seagoing men. At that time there was no real national organisation of transport workers in any country. But since that time Sweden had been making the pace by the formation of the "Svenska Transportarbetareförbundet" (Swedish Transport Workers' Federation). In Germany good progress had also been made. It will be remembered that at the time of the Hamburg strike, 1896-7, the

state of organisation was not good, but since that time a National Union of Dock Labourers, and also a National Union of Seamen had been formed. He was especially glad to welcome the Danish delegate, who was with us for the first time. At present the Copenhagen transport workers were connected with the Federation by wearing the International Button but there were hopes that the connection would soon be of a more definite nature. A National Conference of Transport Workers had been held in Norway, in May last, the question of International Federation being postponed for a time, but the Dockers' Unions in Drammen, Moss, and Kristiana had, however, decided not to wait until the question was settled nationally, but at once joined the International.

In FRANCE organisation is progressing. The transport workers are at present engaged in forming a National Federation, which he hoped would be successful.

SPAIN and ITALY were trying, against great odds, to organise. The movement against all advanced sections made by the Spanish government had a very deterrent effect on trade union organisation of every kind, but we were now in touch with Bilboa and Barcelona. In ITALY the Genoese dockers were organising, but were mainly concerned with establishing co-operative societies with a view to eliminating the middlemen.

With the NETHERLANDS the position had not altered since last year. The difficulties, mainly religious, which existed between the workers in these countries were extended to the trades union movement and had hampered progress; but doubtless this would be overcome.

In RUSSIA, as is well known, the law prevents organisation, but with the help of the Society of Friends of Russian Freedom, we were gradually getting into touch with the port workers.

Steps were being taken with regard to four of the chief transport unions in AMERICA which will probably result in their joining the International Federation. We were in constant touch with AUSTRALIA and NEW ZEALAND, and were in friendly relations with all; there were plenty of signs of a closer relationship being established between the Federation and the Colonies.

Coming back to the United Kingdom, he regretted to report that the Sailors' Union, which was with us last year, had been unable to pay their fees to the Federation, and had accordingly dropped out. The following letter had been received from the National Union of Dock Labourers:—

“46, Hanover Street, Liverpool, June 9th, 1898.

“Mr. T. Chambers,

“Dear Sir,—Herewith I enclose you cheque for £13 17s. 9d; our liabilities to the International Federation up to date. I am also instructed to notify you that our Annual Meeting has decided to sever the connection with the Federation for the time being, the main reasons given for such a course being their desire to build up a National Federation in the first instance and to devote the funds paid to the International Federation to that purpose. I am of opinion, however, that our severance will be but of a temporary nature and that ere long we shall resume our old relations

“With best wishes for the success of the Federation,

“Yours fraternally,

“(Signed) JAMES SEXTON, General Secretary.”

He was of opinion that, in spite of defections in Britain, the Federation was stronger and better in every way than at the corresponding period last

year. Then we were in a somewhat nebulous condition, and the Federation lacked cohesion. Cohesion had now been obtained, and the result was that the Federation now knew where it was, and would be able during the coming year to do much towards securing the adhesion of many important organisations, and help materially in bettering the condition of large numbers of workers.

The Report of the Credentials Committee was accepted.

The Financial Statement presented showed—Balance in hand, June 1st, 1897, £5 15s. 5½d. Income since, £579 4s. 3¼d. The expenditure during the same period was £585 17s. 11¼d., thus leaving a deficit of 18s. 2¾d. on the General Fund. The International Fund started the year with a balance in hand of £43 12s. 10d., and £37 10s. had been spent on organising visits to the Continent, leaving a balance in hand of £6 2s. 10d.

It was moved by T. B. DAVIES, seconded by TOM MCCARTHY:—"That the Financial Report be adopted," which was carried unanimously, and instructions were given to the new Council to immediately open up negotiations with the Sailors' Union with a view to their indebtedness to the Federation being cleared.

WELSH COAL STRIKE.

The PRESIDENT then moved urgency for the following resolution, which was seconded by CHAS. LINDLEY:—

"That we the Delegates to the Annual Conference of the International Federation of Ship, Dock and River Workers send hearty congratulations to our comrades, the Miners in South Wales, who are making so gallant a struggle against organised capital, to obtain an improvement in their condition. We strongly protest against the Government in so unnecessarily sending troops into the mining districts at the behest of the mine-owners. We condemn the Tory Government for thus repeating the bloodthirsty tactics of a previous Liberal Government, who sent troops to Featherstone in Yorkshire and shot down peaceful citizens. We trust that the workers will not fail to see that, whether Liberals or Tories are in power, in either case it means the capitalists are in power, and we urge upon the miners in South Wales to immediately organise, effectively and independently, both politically and industrially, for the assertion of their manhood and the securing of the right to life, liberty and happiness. Meanwhile we urge upon our comrades the necessity for immediately rendering all possible financial assistance to our brothers in distress who, with their wives and children, number over half a million souls."

It was spoken to by Messrs. McCarthy, Kay, and Wignall, and carried unanimously.

REPORTS OF DELEGATES.

Mr. STÖRMER reported that, since the last conference a National Union of Seamen had been formed in Germany, which embraced all the ports except Stettin. They were in a much stronger position than last year. He called attention to a report of last conference which had been issued by the "Musée Social," of Paris, in which it was stated by M. Festy, who attended the conference last year, by request of the "Musée Social," that the Federation was a purely British organisation. This statement he entirely disagreed with.

Mr. LINDLEY reported that in Sweden the character of the men was greatly improved by trade unionism. In Gothenburg 1,200 men were

organised, comprising the whole of the men in the port. In all ports, no matter how small, attempts are being made to organise the whole of the men. In some of the ports the wages are higher than for the same class of work in British ports, and a system of sharing the work equally among all the men has been adopted. In other trades the example of the transport workers has been followed, and unions are being formed all over the country. He was of the opinion that we shall do better if we go in for more work, and concluded an excellent report with an appeal for the formation of a National Federation of Transport Workers in Britain.

TOM MCCARTHY reported that the strike of the Welsh miners was having a serious effect on the Dock, Wharf, Riverside and General Labourers' Union, most of their members in Wales consequently being out of employment. But this was only temporary, and they would pick up again immediately work was recommenced. If the Shipping Federation could be faced in half a dozen ports at once it would be beaten, but we must have no more sectionalism. The employers were everywhere federating and closing up their ranks, and all the knowledge and experience gained during the past ten years must be brought to bear upon them.

Mr. NILSEN, of Drammen, Norway, brought greetings from the Union in Drammen. He was glad to say that the movement in Norway was gaining in strength and power. Though the National Federation had postponed the question of International Federation its need and power was recognised. The ports of Kristiana and Moss might be relied upon to keep their words, and they would join the International. In Drammen they had been successful in beating the employers this year. The International Federation of Workers would teach the Great Powers more than they could possibly learn from "Guns," and he hoped that the Federation would soon be more powerful than the "Triple Alliance." He had pleasant recollections of the visit of the President to Norway in the autumn of last year, and concluded by thanking the Britishers for having started the movement.

The French delegate said they had in Paris 8,000 port workers, and there were 1,662 in the Union. A great meeting of 10,000 workers had just been held in the "Tivoli-Vauxhall," when Mr. Jaures spoke of the Federation and its President in very complimentary terms, which were enthusiastically received by the vast audience. He hoped they would soon be able to say they had a National Federation in France.

M. ROIKJER, of Copenhagen, Denmark, said that when the Copenhagen men decided to send a delegate to this Conference they went a long way in the direction of organisation. During the past two-and-a-half years they had been paying special attention to the question of organisation, and although the union was young they had made good progress, as before the formation of the union they had no fixed wages. Recently the employers had reduced the number of men in a gang from eleven to five, the result being a strike of 500 men. The Union offered to negotiate with the employers, but the employers refused to meet them. It was then decided to hold large public meetings in order to influence public opinion. The meetings were held, and public opinion was decidedly against the employers, since then the employers have offered to negotiate, and a good result is expected. They have plenty of work in hand just now, the formation of a National Federation of Port Workers, this was necessary, as in the provinces, the men belong to the General Labourers' Union. Out of the 3,500 men they had in Copenhagen 700 were seamen, and only members of the Union can get a job in the harbour. The

whole movement had began with the visit paid by the President, and Mr Lindley, last year. The time has been too short to get in reports from the local Unions, but they would soon join the Federation.

Mr. KELLERMAN, Germany, said that the Union had 31 sections in 17 towns, and they had repaid £5,000 of the debt they had contracted through the Hamburg strike. The last member of the Union who was imprisoned through the strike was released that morning. The Dockers had shewn their International Solidarity by contributing £1,250 to the Engineers of Great Britain during the recent dispute. He was of the opinion that the Federation should spend more money on organising work, especially in Turkey, Russia, and Mid-Europe. The buttons were unnecessary and should be dropped. An inspector had been appointed whose sole duty it was to look after the machinery, &c., in the harbour. The Annual Congress would be held on July 17th.

CONGRATULATORY TELEGRAMS.

The following congratulatory telegrams were received during the sitting of the Congress :—

“Swedish Transport Workers’ Federation sends fraternal greetings. Trusts the work of the Conference will be successful. Long life to the International Federation.”

“Luck and Blessing in labouring for the labourer’s right—United Norwegian Dock Labourers.”

“Greetings from Norwegian Comrades! Live for ever the International Brotherhood.—Kristiana Lossearbeidernesforening, Strand.”

“American Longshoremen’s Union sends hearty greetings and sincere wishes for successful meeting and world wide Federation.—Edward McHugh, President.”

“Gothenburg Transport Workers send their brotherly greetings and hopes for an unanimous and practical movement between all nations.”

“Long life to the International combination! From the Woodyard and Sawmill Workers of Gefle.”

“Uddevalla Transport Workers send fraternal greetings, and hope for assistance in the maintenance of Trade Union principles.”

SECOND DAY.

UNLOADING OF CARGOES BY SHIPS’ CREWS.

Mr. GORMAN, Dock, Wharf, Riverside and General Labourers’ Union, Bristol, reported that on May 1st they had successfully put into force the resolution of last year *re* unloading of cargoes by ships’ crews.

Mr. DAVIES stated that on the N.E. Coast of England the practice of crews discharging on sailing ships was increasing.

Mr. GRAY, National Amalgamated Union of Labour, said that on the Tyne the men will not work with the crews, but where it was the practice for a member of the crew to work the winches, it operated in favour of the men, as they got an increase of a man in the gang, with no decrease of tonnage, but it was wrong in principle, and often dangerous, because of the mixed languages.

Mr. STÖRMER stated that the German law compelled the seamen to obey the commands of the captain, and the men must work the cargo if required, or be imprisoned.

Mr. MCCARTHY, Dock, Wharf, Riverside, and General Labourers' Union, London, pointed out that the practice was confined solely to sailing ships in this country.

Mr. FARRELL, Thames Steam Ship Workers, stated that with his members, the winch was worked by one of the crew when on piece work, and by the gang when on day work.

Mr. WIGNALL, Dock, Wharf, Riverside, and General Labourers' Union, Swansea, said that in his district it only applies to steam ships and not to sailing vessels. The men had expressed satisfaction at the question being taken up, but they will not do anything in the matter unless they get definite instructions. He was of the opinion that the practice could be stopped with the co-operation of the sailors.

Mr. FOSTER, Dock, Wharf, Riverside, and General Labourers' Union, London, pointed out the great danger of men being injured through being compelled to work with men who did not understand their language.

Mr. LINDLEY stated they had no power to stop this practice. Wherever British ships went it was customary for them to work their own winches all over the world. This practice would be stopped as far as Sweden was concerned, as soon as they had the power, but it was impossible to move unless the sailors were organised. They had trouble with German vessels who had used their own crews in order to avoid paying the overtime rate of one kroner per hour. The men then refused to work during the ordinary time, and the crews had consequently been compelled to do the whole of the work themselves. One of the first vessels to arrive at Stockholm this Spring was the German S.S. "Sweden," which had a double crew on board. The local men were powerless to interfere because of the earliness of the season, but the employer had been made to understand that if he attempted to do the same again, he would be "blocked" in all their ports. It is very seldom that the crews of steam vessels do anything towards discharging cargoes, other than driving the winch, which is customary everywhere. Sailing ships, on the contrary, generally work their cargo with the aid of one or two men from ashore, and the system is so deeply engrafted that they do not see any possibility of making a start to abolish it.

Mr. NILSEN, Norway, said, as far as they were concerned, the practice was confined to sailing vessels only; steamers were obliged to employ the Dockers. As to Sunday labour, in Drammen they do not work on Sunday, and not after 6 p.m. on other days. They have been offered large wages to do this, but have consistently refused. Recently they have been successful in getting an additional 6½d. per hour for overtime. They in Drammen were prepared to obey the decision of the Conference, whatever it might be, on this matter.

The following resolution was then moved by MCCARTHY, and seconded by T. DAVIES:—

"That the delegates assembled are of opinion that the practice of loading and discharging ships by crews in foreign ports is inimical to the welfare of the sailors and the native workmen, and should be abolished as soon as possible, and that the Unions in the Federation be urged to at once take steps to bring about a change in this direction."

The French delegate stated that in the department of the Seine, sailors are forbidden by the practice of the port to load or unload cargoes. In 1883 an attempt was made to start the practice, but was defeated. In 1895 another attempt was made by the "Sugar Company," but this was also

defeated. There were a few rare exceptions, confined solely to the coasting trade.

The resolution was then put and carried unanimously.

DEPUTATION FROM WELSH MINERS.

At this stage it was intimated to the Conference that a deputation from the Welsh Miners were desirous of making a statement. Resolved: "That the deputation be heard." The deputation, consisting of Messrs. David Morgan, and John Williams were then introduced to the Conference.

Mr. MORGAN expressed great pleasure at addressing an International Conference, and wished that it could have been under happier circumstances. Their men had now been out eleven weeks, and were entirely without funds; but notwithstanding this, they were bound to fight against the sliding scale, as under it the employers were having things all their own way. The sliding scale being purely automatic, the men had thought that Trades Unions were unnecessary, but they have now found out their mistake. Now the men are convinced that the sliding scale must be done away with altogether, and a new organisation be started. In conclusion, he appealed to those workers who were organised, for financial assistance, as their own people were entirely destitute, but were still as determined as ever.

Mr. WILLIAMS regretted that he and his colleague were not representing a General Union of the men, but only districts that once were well organised. The employers thought they would be able to get the men back at work under even worse conditions than before. Prices had governed wages; but now the men demanded that wages should govern prices, so as to put a stop to the gambling in the flesh and blood of the workers; they also insisted on the appointment of a Conciliation Board. For the sake of the women and children he appealed for financial assistance.

The PRESIDENT informed the deputation of the resolution that had been passed by the Conference, and promised that the Federated Unions would do all they could. The deputation then withdrew.

HOLIDAYS.

The Conference next proceeded to discuss the question of a Saturday half-holiday and abolition of Sunday work, the resolution being moved by delegates from the Dockers' Union.

Mr. LINDLEY pointed out that the Saturday half-holiday was a purely British custom. It did not apply to other countries, and it would be madness for the Transport workers to go for it Internationally. The question was discussed at their National Conference, and while not being able to go for it themselves, they would support the Britishers in their desire to obtain the half-holiday.

Mr. FOSTER asked the Continental representatives to take the matter back to their respective countries, point out that the Britishers desired it, and urge them to go in for it themselves.

Mr. KELLERMAN said the Germans liked their half-holiday on Sunday or any other time when they could get it. He suggested that each country should settle its own time for starting and leaving off work.

Mr. NILSEN would like to have supported the proposal, but a demand of that kind would do great damage to their organisation. He could only promise the same thing as Mr. Lindley had done.

Mr. ROIKJER agreed with the principle of the resolution, but agreed with his Scandinavian colleagues.

Mr. WIGNALL stated that in one Dock in Swansea the half-holiday was recognised, but not in others. Some of the men left off at four o'clock, and they had tried to get up to the one o'clock, but the employers refused the demand until it became more general.

Mr. RICKERT, on behalf of the German Dockers, advocated a compromise on the matter. If the one o'clock could not be obtained, then cease work at three or four.

The resolution was ultimately carried as follows:—"That it be an instruction to the Central Council of the International Federation to take what steps they may consider necessary to secure for the Transport workers of all countries, where desired, a Saturday half-holiday."

A resolution "That the Federation demand and enforce an eight-hour day at the earliest possible opportunity" was carried unanimously; also "That all night work and Sunday work be abolished as far as possible."

LEGISLATION.

It was then moved by the Dock, Wharf, Riverside and General Labourers' Union, "That the method of bringing the programme of the International Federation into effect should be by propaganda work, negotiation, and the use of the ballot box purely in the interests of labour."

The FRENCH DELEGATE was in favour of propaganda work and negotiation, but he doubted the wisdom of political action. Their organisation, as an organisation, could not go in for politics, but it was left for individual members to please themselves. He wanted the workers to get what they wanted for themselves without having to go to the politicians.

Mr. KELLERMAN said the German law on the matter was the same as the French Law, but nevertheless they went in for firm political action.

Mr. ROIKJER said that by rule of the National Federation of Trades in Denmark, members of the Social Democratic Council had representation on the managing committees of the Trade Unions. Mr. Janssen, Social Democratic M.P., being Secretary of the Trade Union Council.

The resolution was carried unanimously.

The following was then submitted:—

"That the International Federation set to work to obtain a further extension of the Factory Acts to Docks, in regard to the 'Particulars' clause, and overtime for young persons, as well as the increase of the present inadequate staff of inspectors, and to agitate for the extension of the 'Unfenced Machinery' clause to all plant, gear, and staging used on the Docks." Carried unanimously.

Also the following:—

"That the International Federation endeavour to secure the abolition of 'Common employment,' as well as the abolition of the maximum limit of compensation." Carried unanimously.

Moved by Mr H. BRILL, National Amalgamated Coal Porters:—

"That owing to the serious risk incurred by not having any means of escape when loading two or three decked vessels, this Conference hereby instructs the Central Council to take whatever steps are necessary to bring the question before proper authorities with a view to securing escape holes between decks of such vessels, and thus preventing the lamentable accidents that take place under existing circumstances."

Mr. BRILL suggested that the Board of Trade should be asked to take the matter up.

Mr. WIGNALL seconded, and stated that the Board of Trade promised the West of England men that the matter would be seen into. New ships are provided with escape holes, but some of the old ones were veritable death traps.

Mr. McCARTHY said that the Newport men have been able to influence the Board of Trade. The officials have power to deal with the matter, and they will exercise it if proper representation is made.

Mr. FARRELL urged that it should also apply to general cargo. This was agreed to, and the resolution was carried.

BLOCKING OF SHIPS.

Mr. LINDLEY then moved "That the Federated Unions of Dock Labourers and Coal Porters bring pressure to bear on the Sailors and Firemen on ships visiting their respective ports to compel them to become members of the Union in their respective countries, and wear the International Button," but said that if all the ships sailing from Britain manned by non-union men were blocked, it would mean the stoppage of all British Trade, but he would like to bring pressure to bear on the men wherever possible. It was seconded by Mr. STÖRMER and supported by Mr. KAY.

Mr. TCHAYKOVSKY appealed to all sections to help to spread the movement amongst the Russians, and suggested that all information on the matter should be sent to the Central Council. The resolution was carried.

Mr. LINDLEY moved "That boycott of vessels be resorted to in all cases where it may be necessary in order to bring pressure to bear upon an employer of labour, and all that Federated or Affiliated Unions shall consider it their duty to use their utmost endeavours to realise the same upon an order from the Central Council."

Mr. KAY seconded, as the resolution included one of the most important principles of Trades Unionism, and urged that the power should be used wherever possible.

Mr. NILSEN supported the resolution, as he believed it was one of the most important down for discussion. Carried unanimously.

POSITION OF THE SEAMEN.

Mr. STÖRMER moved "That the International Federation enquire into the whole question of Sailors' Homes and Shipping Offices, also the general treatment of the seamen afloat and ashore, with a view to taking steps internationally to secure the abolition of abuses." Carried unanimously.

Moved by GERMAN DELEGATE:—"That it be an instruction to the Central Council of the International Federation to prepare a digest of the Maritime laws of all nations with regard to the questions of Manning, Food, Accommodation and Wages." Carried.

Resolved, "That the Central Council draw up a list of correspondents for all ports."

Moved by Mr. McCARTHY:—"Seeing that the existing disorganised state of the sailors and firemen of the United Kingdom is a menace and danger to the Transport Workers Unions; this Conference is of opinion that the said Unions should immediately undertake the organisation of the sea-going men. This resolution, he contended, was necessary, because there was not in Britain, as in some other countries, a strong Union of sailors. His one

desire was the progress of the general movement and general organisation of the seamen, and asked that the Conference should pass the resolution on behalf of the sailors and firemen.

Mr. FOSTER seconded.

Mr. LINDLEY regretted very much the position of the sailors and firemen. The fault was that the members of the Union left their affairs in the hands of an incompetent Executive. The resolution was supported by several other delegates, and carried unanimously.

THIRD DAY.

AMENDMENTS TO THE CONSTITUTION.

The next business taken was a proposal to change the name of the Federation. It was resolved that as this was an important question, the vote would be taken by nations.

It was then moved by Mr. MCCARTHY, seconded by Mr. FOSTER "That the name of the Federation should be changed to "The International Federation of Workers."

Mr. LINDLEY moved and Mr. STÖRMER seconded an amendment, "That the name be changed to 'The International Transport Workers Federation.'

Mr. NILSEN strongly supported the changing the name from "The International Federation of Ship, Dock, and River Workers," but he thought that it was too early to go in for a General Federation, and advised the voting for Mr. Lindley's amendment.

Mr. GRAY wished to know, if the Federation was made general, how it would effect the National Amalgamated Union of Labour. They had 27,000 members of all sections, 2,000 of whom were connected with Transport work: If the Federation was made general, a ballot of the whole of their members would have to be taken before they could join, and should the Union as a whole decide to keep outside, would the 2,000 who are now federated be compelled to withdraw? The PRESIDENT gave his opinion, in reply, that the 2,000 would not be compelled to withdraw.

Mr. ROIKJER preferred a Transport Workers' Federation to a General Federation. This particular Federation had been formed for Transport workers, and it was important that it should remain a Transport Workers Federation only. There was plenty of work to be done to bring the Transport workers into line.

Mr. TWIGG could not see any real change of name in Mr. Lindley's amendment. The Federation was on too narrow a basis, and he was of opinion that it might well be made to cover anyone, so as to be the beginning of a General International Federation.

Mr. LINDLEY said he did not want to narrow down, but was of the opinion that the time was not quite ripe for International Federation of a general character, though the word "Transport" must be taken in its widest sense, including all Railway-men, Carmen, Carters, Tramway-men, &c.

Mr. MCCARTHY accepted all that had been said by the Continental delegates, but the British Delegates were desirous of seeing a General Federation brought into existence. The question was not vital, at the present moment, and they would accept the decision of the Conference. From what he could see, the opinion of the Continental men was in favour of a sectional Federation, and he would not press his resolution.

The amendment of Mr. Lindley thereupon became the substantive motion, and was carried unanimously.

As the General Election was taking place that day in Germany, the Conference ordered the following resolution to be sent to the "Vorvaerts," Berlin:—"Die auf dem Jährlichen Congress in London versammelten Delegirten der Internationalen Federation der Transport Arbeiter wünscht den deutschen Genossen einen durchschlagenden Erfolg bei den heutigen Wahlen." (The delegates of the International Federation of Transport Workers, assembled in Congress in London, wish their German comrades a striking and magnificent success in to-day's elections.)

Mr. LINDLEY moved "That Federated Unions be allowed to send one delegate for from one hundred to two thousand members, and one for each additional two thousand." This being seconded

Mr. DAVIES moved and Mr. FOSTER seconded "the previous question," on the vote being taken by Unions, this was carried and the old rule remains.

Mr. LINDLEY moved "That the travelling expenses of delegates to the Conference be pooled and borne by the Unions in proportion to their membership." This was seconded by Mr. STÖRMER, and both mover and seconder pointed out how unfair the arrangement which obtained at present was upon the small Unions coming from a long distance.

Mr. KELLERMAN moved "That each organisation or National organisation, respectively, shall defray its own expenses in connection therewith." He was of opinion that as long as there was not sufficient funds in the hands of the Federation to pay the whole of the expenses, it would be better to let it remain as at present. He saw a great difficulty in working out Mr. Lindley's proposal, as it was really a proposal to increase representation at the Conference, and if a Union could not afford to pay its own expenses, it was not worth having.

Mr. KAY seconded, and pointed out the tax it was on the Dock, Wharf, Riverside and General Labourers' Union to send their full number of delegates, even under the old arrangement, and it would come harder on them if they had to pay for other Unions as well.

Mr. NILSEN supported the proposal of Mr. Lindley.

Mr. ROIKJER thought that Unions should pay their own expenses. While it was a good thing to help smaller Unions and urge them to take part in the Conference, it would not be wise to pay their expenses.

Mr. KELLERMAN's amendment was carried.

Mr. KELLERMAN moved: "That in the event of a strike the Federation shall raise a levy on all members of 2½d. per week, which shall be sent without any deduction to the Union whose members are on strike."

He thought it was time we had something definite on this question of finance. Each Union knows how it is fixed, but the others did not know. If the resolution was carried they could send in 24 hours £300, and he would like to know what the others could do. It would be of great assistance for a union to know that it had a good substantial backing when their members were on strike, and if only the members represented at conference paid the levy it would amount to a good round sum each week.

Mr. NILSEN said his Union would do all in its power, but they could not support the German resolution as it stood. It was not practical to raise a fixed sum.

Mr. ROIKJER took the same view.

Mr. MCCARTHY moved as an amendment:—"That the Central

Council of the Federation, being satisfied as to the *bona fides* of a dispute, shall recommend all Federated Unions to levy their members in support, provided always that the Union affected shall have first levied its members who may be at work."

This is a purely voluntary arrangement, they could not see their way to hand over to the Federation the power to levy. At present the men would not respond, but they would have to be brought up to this level. The rules of his Union stated that a levy could only be enforced when a majority of two-thirds of the members had been obtained.

Mr. WIGNALL seconded, as the amendment fitted present day circumstances better than the original motion. In his district (Swansea) there was a general outcry against a compulsory levy.

Mr. LINDLEY said we must be honest. If the Federation was to be a fighting organisation the Central Council must have the power to levy, but we are not ripe for the compulsory levy yet. He could not support the German proposal, but they would raise what sums were necessary.

Mr. SHELLEY supported the principle of compulsory levy.

A foreign delegate favoured an arrangement whereby the Central Council could first make enquiries, and if the dispute was *bona fide* they should then apply to the Unions for a levy. After making enquiries the Central Council should send the information to the Unions and then recommend to the Unions that a sufficient amount to meet requirements should be levied on the members.

The PRESIDENT remarked that if fights were to be conducted scientifically the power of raising a levy must eventually be vested in the Central Council, and there must be sufficient discipline on the part of the men to obey when the word goes out for a levy. For the present it would be best to go just as far in this direction as the temper of the members called for.

Moved by Mr. LINDLEY, seconded by Mr. STÖRMER :—"That the question be postponed until next Conference, so that full particulars of the powers of the various unions and their willingness to obey orders in this direction might be obtained." This was lost, and the motion of Mr. McCarthy was carried by 10 votes to 6.

BRITISH FEDERATION.

Urgency was then asked for the following motion, proposed by Mr. RICKERT and seconded by Mr. LINDLEY :—"That a National Conference of all Transport Workers of Great Britain and Ireland be called at an early date in order to form a National Federation."

Urgency being granted, Mr. McCARTHY said he was glad such a resolution had come from the Continental men. If the resolution was carried and the National Conference held, it would give an opportunity of making real progress.

Most of the British delegates expressed themselves in favour of the proposal, a point being raised as to who was to be responsible for calling the Conference, the opinion being very generally expressed that as the National Union of Dock Labourers had withdrawn from the International Federation in order that they might do something towards forming a National Federation, this Union should be invited to convene the Conference. With this understanding the resolution was carried unanimously and the Central Council was instructed to see that a conference is convened.

Mr. GARRITY, as representing the Amalgamated Society of Railway Servants, then stated that he had been deputed to convey to the Conference fraternal greetings from his Union, he expressed great pleasure at hearing the resolution calling for the formation of a National Transport Workers Federation passed, and he would submit it to the Executive Council of the Union on his return. In this movement he saw the beginning of an attempt to beat the employers with their own weapons, and he wished it all possible success.

After some little discussion, the following resolution, on the motion of Mr. MCCARTHY, seconded by Mr. LINDLEY, was carried unanimously:—

“That this Conference of Delegates representing British and Continental Transport Workers by land and sea, urges on the British Railway Employees in their various Trade Unions, to at once consider the question of National and International Federation.”

On the question of contributions to the Central Council from Extra-European unions, the suggestions of the Central Council, which provided for uniformity of such contributions were endorsed by the Conference.

BUTTONS.

The question of the “Button” next came up for discussion. Mr. Lindley urging that it should be compulsory on all members of the Federated Unions, and if it was to serve any real purpose it should be issued quarterly. Mr. Nilsen was in favour of a Button to be issued annually.

It was resolved “that an annual Button (metal) be issued, and only the number guaranteed by the Unions to be purchased.”

On the question of the Monthly Report, Mr. Störmer was desirous that it should be printed in three languages.

Mr. RETVEDT thought that it should be issued in English, as at present, and let each country translate and issue for itself. It was resolved to adopt Mr. Retvedt's suggestion.

ELECTION OF OFFICERS.

President, Tom Mann; Vice-President, Chas. Lindley; Treasurer, George Shelley; Trustees, Harry Orbell, Tom McCarthy; Auditors, Frank Foster, William Green; Clerk, Tom Chambers.

On the election of the Central Council, in addition to the British representatives, it was decided that a representative should be appointed from each other country, who, if he could not attend the meetings should be consulted by letter.

A FOREIGN DELEGATE asked that the agenda for each meeting of the Council should be printed in the monthly report.

The Council was then elected as follows:—Messrs. BRILL, KAY, FARRELL and SMITH. The names from Continental countries to be sent on.

NEXT CONFERENCE.

Mr. KELLERMAN moved “That the next Conference be held in September, 1899, at Berlin, and to fit in with the holding of the International Trade Union and Socialist Workers' Congress.

Mr. LINDLEY seconded, and gave notice that he would move that the Congress in 1900 should be held in Stockholm.

Mr. MCCARTHY wished to know how much freedom would be allowed the Conference in its deliberations if it was held in Germany.

This was explained to the satisfaction of the delegates by Mr. KELLERMAN, who would make all arrangements and enquiries. It being ultimately carried "That the next Conference be held in Berlin, but it prohibited, then in Sweden."

Before the Conference closed, the PRESIDENT stated that he would like the Conference to express its thanks to Mr. and Mrs. Macpherson, who were in the room, for the work they had done for the Federation in France, resulting in the expulsion of Mr. Macpherson and the break-up of all their arrangements. The suggestion was received with hearty applause. Both Mr and Mrs. Macpherson said that they were pleased to have been of service to the Federation.

Mr. LINDLEY then pressed on the delegates the necessity of doing something towards blocking the ships of Mr. Sanne, of Uddevalla, wherever they had the chance, as by so doing, the British would be rendering great service to the Swedish Transport Workers.

The Conference then closed.

Constitution and Rules.

Name.

THE INTERNATIONAL TRANSPORT-WORKERS' FEDERATION.

Objects.

- 1.—To promote and extend the adoption of Trade Union principles.
- 2.—To secure and maintain the Federation of all Trade Unions connected with the Transport trades, both land and sea.
- 3.—To assist in securing a reduction of working hours, and to establish a maximum working day for the Transport-workers of the world.
- 4.—To assist in increasing the rates of wages paid to workers in the transport industries, and to establish uniform rates of pay for the same class of work for all Transport-workers where practicable.
- 5.—To secure the due enforcement and impartial administration of all laws, with adequate inspection, which have for their object the protection and betterment of the workers.
- 6.—To remove the causes, and bring about the settlement, of all industrial disputes in the trades covered by this Federation by conciliatory methods, or, failing such settlement, to organise a strike, or strikes, if need be, concurrently of all Transport-workers.

Rules.

1.—This Federation shall consist of any number of organisations, or outside the British Isles such persons, as may on application be approved by the Central Council of the Federation, connected with the Transport Trades.

2.—Any organisation desiring to federate shall apply to the Central Council of the Federation for a form of application, which form shall be filled in and signed by the responsible officials of such organisation.

3.—Each organisation federated shall pay a contribution to the Central Council of the Federation at the rate of one penny per member per quarter; such contribution to be paid, monthly by British Unions and quarterly by other Unions, in advance.

4.—The Central Council shall have the power to decide the rate of contribution to be paid from countries outside Europe when application is made to federate by the respective organisations.

5.—**Government.** For the supreme government of this Federation there shall be an Annual Conference of Delegates, held at such time and in such country as may be decided upon by the Central Council.

6.—**Annual Conference.** The Annual Conference shall consist of delegates elected by, and sent from, the organisations federated, in the proportion of one delegate for any number of members up to one thousand, and one for each additional thousand up to five thousand, and a delegate for each additional five thousand up to fifty thousand, and one delegate for each additional twenty thousand. The Central Council shall have the power to convene a **Special Conference** of delegates should occasion of sufficient gravity arise, or should one-third of the organisations federated desire such Conference. Each organisation or National organisation, respectively, shall defray its own expenses in sending delegates to either a National or Special Conference.

7.—Duties of the Annual Conference shall be:—

a. To elect President, Vice-President, Treasurer, Trustees, Auditors, Central Council and Clerk to the Council. It shall have power to remove any officers and elect others in their stead.

b. To receive Annual Report of progress and financial position of the Federation. The Annual Report of the financial position shall be prepared by the Clerk to the Council, and afterwards printed and issued to the various organisations.

c. To elect a Committee of not less than seven members from its numbers, who shall consider all disputes between Federated Unions, in cases where Unions have appealed to the Conference, and report to the Conference.

d. It shall elect a Central Council in the following manner:—Each organisation may nominate, in writing, a candidate; such nomination to be sent in at least one month before the Annual Conference. The Central Council shall consist of President, Vice-President, Treasurer, and not more than ten members chosen from the Unions federated, in no case shall more than one member of any organisation connected with this Federation be allowed to sit on the Central Council, this not to apply to officers. Officers

not to vote at meetings of the Central Council, with the exception of the President, who shall have a casting vote. Nominations for President, Vice-President, Treasurer, Trustees, and Auditors will be received in writing on the first day of the Conference. There shall be two Trustees and two Auditors.

8.—Duties of the Central Council shall be :—

a. The Central Council shall meet on the first Tuesday in every month, if necessary. The President shall have discretionary power to call a special meeting of the Council whenever he considers the business of sufficient importance.

b. The Central Council shall have the power to determine questions where these rules are silent, and to interpret any doubtful rule; and shall have full power to make Bye-laws for the conduct of business and other objects of the Federation until the Annual Conference, which shall confirm them or make such modifications as the Conference may think proper. The Central Council shall have the entire management and superintendence of the Federation.

c. The Central Council shall have power to suspend any organisation acting contrary to the Federation. The decision of the Central Council shall be binding upon all organisations connected with the Federation, unless such decisions be reversed on appeal to the Special or Annual Conference; pending such appeal the decision of the Council shall be enforced.

d. The Central Council shall issue to the organisations federated a quarterly statement giving the details of income and expenditure, with the arrears of payments due from any organisation federated. Organisations more than six months in arrears with their fees to be suspended from the Federation until such time as they pay up.

e. The Central Council shall have the power to arrange for the settlement of disputes between federated unions by means of arbitration, the method of arbitration to be agreed upon by the unions affected.

9.—Disputes. The Central Council shall have the power to declare an International Strike, or National Strike, only when the consent of the majority of the members of the Federated Unions has been obtained. The International Federation will not be responsible for any sectional strike which has not been sanctioned by the Central Council.

10.—Raising of Funds for Disputes. In case of disputes endorsed by the Central Council, they shall strongly recommend all Federated Unions to levy themselves for the adequate support of the men engaged in the dispute, provided always that the unions affected shall have first levied their own members who may be at work.

11.—Alteration of Rules. These Rules may be altered, amended, or rescinded by the Annual Conference, or by a Special Conference summoned for that purpose,

12.—Dissolution. When the organisations connected with the Federation are reduced to two, the Federation may be dissolved by a two-thirds vote of a representative meeting of delegates of the respective organisations called for that purpose.