

REPORT ON ACTIVITIES AND FINANCIAL REPORT

of the

I. T. F.

for the years

1946 to 1948

and

PROCEEDINGS

of the International Transport Workers'
Congress and the Sectional Conferences
held in connection therewith at the
Ingeniørenes Hus, Oslo, Norway, from
19 to 24 July, 1948

LONDON

INTERNATIONAL TRANSPORT WORKERS' FEDERATION

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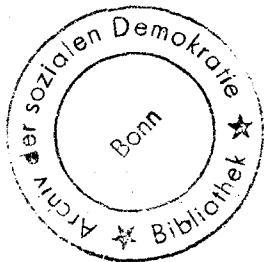
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FIRST PART

Report on Activities

for the years

1946 and 1947

**Submitted to the International Transport
Workers' Congress at Oslo (Norway)
July 19 to 25, 1948**

Introduction

THE following pages contain a report on the activities of the I.T.F. during the years 1946 and 1947, which have been two very busy and not unsuccessful years for our International.

When we met for the first time after the war in Zurich in May 1946, our main concern was to review the war period and to consider plans for the future, and it was left to the Executive Committee, Management Committee and Secretariat to steer the I.T.F. back to normality.

Without the assistance and co-operation of affiliated organizations and without a large degree of mutual confidence and singleness of purpose within the governing bodies of the I.T.F. this task could not have been undertaken. But there is such a thing as an I.T.F. tradition, and notwithstanding a considerable change in personnel in the last ten years, co-operation within the I.T.F. has on the whole been distinguished by that true spirit of comradeship, loyalty and sincerity which has made it the "strong and unbreakable International Federation" defined by its Constitution. Without such qualities the attainment of international understanding and solidarity is not possible, as the history of many an international organization has shown.

It is true that there have been some disappointments. The organizations of a few countries did not reaffiliate after the war, and one or two withdrew again because they could not reconcile themselves with the rejection of their views by the overwhelming majority. This is in so far a matter for regret in that it has been extremely rare for an affiliated union voluntarily to sever its association with the I.T.F. However, the Executive Committee had to make it clear that the I.T.F. is a democratic body in which no member organization, big or small, can impose its will, and that in the I.T.F. there is no question of such a thing as a veto right. In one case an organization had to be expelled because of its deliberate refusal to meet its financial obligations, also a rare occurrence, as it was only the second expulsion in the whole history of the I.T.F.

On the other hand it is satisfactory to report an appreciable growth in the numerical strength of the I.T.F. both in terms of number of unions and countries and of aggregate membership. During the two years under review there were admitted to affiliation no fewer than 22 unions in 15 countries with an aggregate membership of 860,000, and at the first meeting of the Executive Committee in 1948 we were able to report the affiliation of five unions of the French Force Ouvrière movement, two German unions and a Chilean Railwaymen's Federation, representing a further growth of over 650,000 members. As a result of this, coupled with an almost general increase of membership among affiliated unions, the membership of the I.T.F. is to-day far greater than ever before, and there is every prospect that it will continue to grow rapidly in the near future.

Here is the place to record special satisfaction at the appearance of the American transport workers' unions on the international scene. The I.T.F. now has three important affiliations in the United States. We look forward to very fruitful co-operation with our American friends and to extending the relations of the I.T.F. in this important country.

Considerable attention has been devoted to the work of the industrial sections of the I.T.F. and separate meetings have been held for all of them, with the exception of civil aviation personnel, in whose case there appears to be as yet insufficient interest for international trade union work. At these group meetings the representatives of the national unions were able to have thorough discussions on their professional questions and to prepare the ground for international action. All of them were supplied with valuable documentary material by the I.T.F. Secretariat.

We also availed ourselves of meetings organized by other international bodies, particularly the International Labour Conference and the meetings of the Inland Transport Committee of the I.L.O., for strengthening contacts with unions not yet affiliated with the I.T.F. Finally the sending of delegations on a hitherto unprecedented scale did much to spread enlightenment and establish valuable contacts.

These meetings and the opportunities they afford for careful discussion of common problems and objectives are the best means of arriving at international co-operation and co-ordinated action. At the same time a considerable extension of our publication and research services is urgently needed and this should be one of our main pre-occupations after the Oslo Congress. In this connection I cannot refrain from expressing the hope that affiliated organizations, and in particular the editors of trade union journals, will make more use of the material compiled and published by the I.T.F. We feel sure that the rank and file would be interested in the matter made available to them.

The time has come to make a supreme effort on a world scale to realize the aspirations of those who founded our great international movement. The time for slogans and phrases, for flaming manifestoes, is past. We have to enter an age of practical achievement and make our contribution towards bringing about the prosperity and peace for which the world is yearning. The period immediately following the second world war was, unfortunately, not favourable for making great progress, but the foundations were laid, and it is now for us to be determined in our efforts to help build a better world.

Peace and prosperity are interchangeable terms, each helps to realize the other. Therefore, as the international organization of the transport workers, the function of the I.T.F. is to use its influence and strength to raise the well-being of transport workers throughout the world. Just as other international trade secretariats and national trade union centres have to apply themselves to improving labour standards in their particular spheres and thereby make their contribution towards the assurance of world peace.

Peace and prosperity are also indivisible. Consequently, in pursuit of these objectives the organized workers of the more fortunate countries must go to the aid of those who are prepared to help themselves, but stand in need of initial support. I sincerely hope that affiliated organizations which are able to do so will make such sacrifices as circumstances may demand.

In the past it was chiefly the organizations of western Europe to which we never appealed in vain for the financial backing needed for a particular project. At present, however, there are serious obstacles which prevent

many of these organizations from showing the wanted degree of solidarity. I am hopeful that one of the effects to be expected from the European Recovery Programme, which the I.T.F. was the first international trade union organization to acclaim without reservation, will be materially to ease the strain on the economies of the countries of these organizations and so enable them again to play their full part, side by side with those of America, in consolidating the weak spots in the international movement.

I do not wish to close these introductory remarks without taking the opportunity to pay a tribute to Brother Charles Lindley, retired President of the I.T.F. For 50 years he has taken an active part in the work of our International, which he helped to found away back in 1896 and of which he was the President from 1933 to 1946. He still follows our work with enthusiasm and pride and he will always be an inspiration to those called upon to lead the I.T.F. to ever greater heights and towards the attainment of the ultimate goal.

J. H. OLDENBROEK,

General Secretary.

London, May 1, 1948.

Affiliated Organizations and Propaganda

MEMBERSHIP

On January 1, 1948, there were affiliated with the I.T.F. 96 organizations in 37 different countries with an aggregate membership of about 3,800,000.

Actually the number of affiliated organizations was considerably higher, as some of them are federations. It may be estimated that the total number of autonomous unions was 120. As regards the countries represented in the I.T.F., some of the unions operate in more than one country, but counting each country once only the number at the end of 1947 was 43. Since January 1, 1948, 8 further organizations have been admitted to affiliation, including two new countries, so that at present the number of countries is 45.

Owing to the uncertain position at the end of the war, it was not possible to give a true picture of the membership of the I.T.F. at January 1 1946. Some organizations had announced their decision to affiliate, but it was not carried out. In these cases the names of the organizations concerned have been simply deleted from the membership list.

Of those which were formally affiliated on January 1, 1946, two withdrew, namely the French Transport Workers' Federation and the French Seamen's Federation. For the reasons for their withdrawal we refer to the section of this Report dealing with the World Federation of Trade Unions. The French Seamen's Federation, when disaffiliating, decided to meet its financial commitments in accordance with the Constitution of the I.T.F., but the French Transport Workers' Federation flatly refused to pay the affiliation fees which were owing to the I.T.F. at the time of its withdrawal and was therefore expelled by the General Council of the I.T.F.

A table giving the names and, as far as possible, the memberships of affiliated organizations will be found at the end of this chapter.

New Affiliations

The following organizations were reinstated or admitted by the Executive Committee at the meeting held on May 3 and 4, 1946, on the occasion of the Zurich Congress :—

- Australian Railwaymen's Union (reinstated).
- Austrian Transport Workers' Union (reinstated).
- Greek Road Transport Workers' Federation.
- Greek Dockers' Federation (reinstated).
- Lebanese Road Transport Workers' Federation.

The following were admitted by the E.C. meeting in Brussels on March 22 and 23, 1947 :—

- Railway Labor Executives' Association of the U.S.A.
- Egyptian Inland Revenue Navigation Workers' Union.
- St. Lucia Seamen's and Waterfront Workers' Union.
- Masters', Mates' and Pilots' Association of the U.S.A.
- Danish Private Railway Employees' Union.

The following were admitted by the E.C. meeting in Washington on September 22, 1947 :—

Irish Seamen and Port Workers' Union.
Jamaican Government Railway Employees' Union.
Transport and General Workers' Union of Jamaica.
Maritime Union of Jamaica.
All Ceylon Seamen's Union.
Mercantile Navy Staff Union of Alexandria.

Special mention must be made of the
Former Member-Organizations of the I.M.M.O.A.

It was reported to the Zurich Congress that the International Mercantile Marine Officers' Association had decided to cease functioning as an industrial organization and to invite its member-organizations to apply for affiliation to the I.T.F.

Prior to this decision the I.M.M.O.A. itself was affiliated with the I.T.F. Several officers' organizations, however—the Norwegian Mates, the officers' unions belonging to the Maritime Transport Council of Australia, and the Indian Maritime Officers' Union—were directly affiliated with the I.T.F.

Of the I.M.M.O.A. organizations the following joined the I.T.F. in the course of 1946 :—

1. Netherlands Union of Mercantile Marine Officers.
2. Mercantile Marine Officers' Section of the Belgian Transport Workers' Union.
3. Swedish Engineers.
4. Finnish Engineers.
5. Norwegian Engineers.
6. British Navigators and Engineer Officers' Union.
7. Radio Officers' Union of Great Britain.

There are only two organizations of officers formerly belonging to the I.M.M.O.A. which have not yet applied for affiliation. One is the Union of Danish Engineers. The second is the French Mercantile Marine Officers' Federation, which in a letter under date of February 22, 1947, stated that its Executive Committee had been instructed: "(1) To work for the widest possible unity of action of the workers of all kinds within the W.F.T.U. (2) To maintain the unity of the seamen by affiliating to the I.T.F., it being understood that the latter will become the Transport Department of the W.F.T.U." The Officers' Federation was to enquire of the W.F.T.U. about the state of the negotiations entered into between the I.T.F. and the W.F.T.U. and to inform the I.T.F. of their decision after reception of the W.F.T.U.'s reply. No decision has been communicated to the I.T.F. up to the end of 1947.

RELATIONS WITH THE U.S. RAILWAY TRADE UNIONS

It will be recalled that at the end of 1945 the Executive Committee accepted the token affiliation of the Railway Labor Executives' Association of the U.S.A. for the nominal sum of \$1,000 a year. Following this affiliation the Association suggested that the I.T.F. should send a delegation

of European railwaymen to the United States. At its meeting in January 1946 the Executive Committee of the I.T.F. decided to accept the invitation, and the autumn of that year was tentatively suggested as a suitable time.

At its meeting in Stockholm in August 1946 the Executive Committee was informed that the R.L.E.A. had called a meeting from September 25 to 27 in Chicago, in order to be in session at the time the European Railwaymen's Delegation was in the U.S.

Unfortunately it proved impossible to secure a sufficiently large participation in 1946, and the journey of the delegation had to be called off, but the Secretariat then thought it desirable to resort to an alternative envisaged by the E.C., namely, the sending of representatives of the I.T.F. to the R.L.E.A. meeting. After consultation with the members of the Management Committee it was decided to send the President and the Assistant General Secretary of the I.T.F. Mr. Joustra, President of the Netherlands Railwaymen's Union, had secured transport for himself and was requested to join the President and Assistant General Secretary in the U.S.A.

Mr. Benstead was compelled to abandon the plan owing to urgent business in Britain, but Messrs. Joustra and Tofahrn duly proceeded to the U.S.A. and met in Chicago on September 26, 1946. Together with the manager of the I.T.F. New York office, Mr. Dorchain, they attended a session of the R.L.E.A. on September 27. Their invitation to the American railwaymen to affiliate effectively with the I.T.F. gave rise to a discussion in the course of which a good many questions were asked and answered, but the R.L.E.A. came to no decision on that occasion.

The three I.T.F. representatives also attended the A.F. of L. Convention held in the first half of October in Chicago. Mr. Joustra delivered an address in the course of which he urged the transport workers' organizations affiliated with the A.F. of L. to join the I.T.F. Messrs. Dorchain and Tofahrn availed themselves of the opportunity to interview leaders of railway trade unions and officials of the A.F. of L. The three also toured the Industrial North of the U.S.A. and paid visits to several organizations affiliated with the R.L.E.A.

In February 1947, the R.L.E.A. decided on effective affiliation with the I.T.F. and renewed its invitation to the I.T.F. to send a railwaymen's delegation to the U.S.A.

At its meeting of August 1946, the E.C. had envisaged holding its next following meeting in the U.S.A. in the event of the R.L.E.A. affiliating. Upon receipt of the application for affiliation it was decided to send a delegation of European railwaymen to the U.S.A. and to hold the next meeting of the Executive Committee in Washington. The Railwaymen's Delegation assembled in New York between September 15 and 17 and was composed as follows :—

Great Britain	...	J. Campbell	...	National Union of Railwaymen.
		A. Barker	...	" " "
		G. Benson	...	" " "
		P. Morris, M.P.	...	Railway Clerks' Association.
Holland	...	G. Joustra	...	Railwaymen's Union
		H. J. Kanne	...	" "

Norway ...	...	E. Kiil ...	...	Railwaymen's Union
Sweden	...	J. Sjöberg	...	" "
		S. Christiansson...		" "
Switzerland	...	R. Bratschi	...	" "
I.T.F. ...	...	P. Tofahrn		
Interpreters	...	W. Dorchain.		
		E. Råberg.		

This delegation toured the Industrial North of the U.S. from September 18 to October 2, visiting New York, Philadelphia, Washington, Cincinnati, Chicago, Detroit and Cleveland, and several places within easy reach of some of these towns.

Messrs. Becu and Oldenbroek accompanied the Railwaymen's Delegation on part of its journey.

Two joint meetings were held with the R.L.E.A. On the occasion of the first, the European railwaymen's delegates met their American colleagues. At the second meeting, the R.L.E.A. and the I.T.F. Executive had a preliminary exchange of views on a programme of action for North and Latin America, to be carried out by the I.T.F. with the assistance of the R.L.E.A.

In addition the delegates were entertained on several occasions. In Washington, the members of the delegation and of the E.C. were the guests of the Railway Labor Executives' Association and the American Federation of Labor; in Cincinnati of the Brotherhood of Railway Clerks and Freight Handlers; in Chicago of the three Brotherhoods of Signalmen, Train Dispatchers, and Electrical Workers; in Detroit of the Brotherhood of Maintenance of Way Employees; and in Cleveland of the Brotherhood of Locomotive Firemen and Enginemen. On all occasions, the spokesmen of the American railway trade unions made declarations which indicated that the affiliation had been decided upon after ripe reflection, in full understanding of the material and moral implications and in full knowledge of the position the I.T.F. occupies in the international trade union movement. The tenor and content of practically all speeches made by leaders of the American organizations amounted to complete adherence to the aims and objects, principles and policy of the I.T.F.

On two occasions the President of the American Federation of Labor, Mr. William Green, paid tribute to the work of the I.T.F. and said that it was the desire of the A.F. of L. that all its affiliated organizations which are eligible for membership should join the I.T.F.

Three organizations affiliated with the R.L.E.A. are not affiliated with the A.F. of L. Two of these are independent while the third is affiliated with the C.I.O. This does not seem to make the slightest difference to the attitude of these organizations towards questions relating to the international trade union movement.

At meetings and functions spokesmen of the I.T.F. Executive and of the Railwaymen's Delegation gave expression to the views of the Executive and of affiliated organizations about the rôle and task of the I.T.F., and underlined the importance they attached to the contribution American organizations could make to the work of the I.T.F., and to the solution of the problems confronting it. In respect of the future relation-

ship between I.T.F. and W.F.T.U. they emphasized that in conformity with the principles of trade union democracy, the last word would rest with the Congress of the I.T.F. From the exchanges of views at the various meetings and functions, and in conversations between Europeans and Americans, it appeared that opinions on all essential matters were closely related and proceeded from common fundamental concepts.

All European participants in the meetings and functions held in the U.S. returned with the conviction that the affiliation of the American Railwaymen with the I.T.F. had been consolidated and that American co-operation in the I.T.F.'s work was ensured. But they were equally convinced that the American organizations could reap considerable benefits from the association with the member-organizations of the I.T.F. by learning what social progress was being achieved in other parts of the world and by what means it was being secured.

Since the return of the delegation an entire number of the I.T.F. Journal has been devoted to the experiences of the European representatives on their visit and to American questions and conditions generally. Further it is intended, in addition to the preliminary matter published in various connections, to prepare a comprehensive and fully documented report on the delegation and the information it collected.

THE AFFILIATION OF THE GERMAN TRADE UNIONS

Throughout the period of Nazi rule in Germany the I.T.F., realizing the need to have a nucleus of convinced leaders ready to restart the transport workers' unions there when the Nazi régime fell, gave active support and encouragement to those trade unionists who were keeping the movement alive underground. The encouragement was continued mainly through the medium of the broadcasting stations during the war. These activities have borne fruit. Ever since the occupation of Germany by the Allied armies efforts have been made by the leaders who have survived the period of Nazi domination—actively supported, in so far as the transport workers were concerned, by the I.T.F.—to rebuild the trade union movement there. The occupation authorities had no common policy in the matter. Each zone had its own particular policy for guiding the development of the trade unions. While in all zones close watch was kept to prevent the infiltration of Nazis into governing and executive bodies and leading positions, in one zone the occupation authority saw to it that one particular brand of anti-fascists secured overwhelming influence and power in the new trade unions.

In the beginning the occupation authorities—at any rate those of the three Western zones—allowed only local organizations and, after some time, district organizations. Permission to combine over an area as big as a whole zone was given only in the middle of 1946, and is still withheld in the French zone, except for the railwaymen. As a result there is great variety of structure from zone to zone, and even inside each of them. An exception is the Soviet zone, where one single pattern of organization—a pattern strange to German tradition—prevails throughout the territory.

Even when permission was finally given to combine throughout a whole zone, the existing regional organizations did not immediately

seize the opportunity to amalgamate. It proved difficult in some cases to unify the organizations catering for workers of several industries.

In the field of transport, there existed at the middle of 1946 the following 16 organizations :—

British Zone :

6 organizations, including 1 railwaymen's union, 4 unions with sections for transport workers other than railwaymen, and 1 with sections for railway and other transport workers.

American Zone :

6 organizations, including 2 railwaymen's unions, 3 unions with sections for transport workers other than railwaymen, and 1 with sections for railwaymen and other transport workers.

French Zone :

1 railwaymen's organization.

Soviet Zone :

3 organizations, including 1 railwaymen's union, 1 transport workers' union, and 1 organization with a section for municipal transport workers.

The railwaymen's unions of the British and American zones—but so far only these—have decided to set up a single organization for the two zones. It is further hoped that the railwaymen of the French zone will join in, so that a single organization for the railwaymen of three zones would come into being.

Amalgamation of the trade unions of the western zones, however, is denounced by the leaders of the trade unions in the Soviet zones as part of "the reactionary policy which aims at the division of Germany into two or three parts." Those trade unionists who pursue amalgamation in the Anglo-American zone are denounced as "German supporters of international reaction."

Those in control of the trade unions in the Soviet zone advocate immediate unification of the trade unions of the whole of Germany. The unity of the trade union movement is, according to them, part and parcel of the economic unity of Germany. They go further, and say that the unification of the trade union movement will help to bring about the economic unification of the country. Everything that delays the unification of the trade union movement of all Germany is denounced in more or less nationalistic verbiage as directed against the unification of German economy.

Looking at the question from a more practical point of view, the Westerners think that amalgamation covering the four zones can only be of value after the unification of the transport systems of the four zones, and that is something that does not depend on the trade unions but on the agreement of the four occupying powers. That is, in their view, still a long way off. Therefore they pursue actively their plans of bi-zonal or tri-zonal organization.

Since their inception, all transport workers' organizations in the three Western zones have been in contact with the I.T.F. The accredited liaison officer of the I.T.F. in Germany is Hans Jahn, who has taken a leading part in the reconstruction of railwaymen's and other transport

workers' trade unions in Western Germany. The I.T.F. has given material, moral and political support and was in many cases instrumental in establishing good relations between the trade unions and the occupation authorities. From February 3 to 9, 1947, an I.T.F. delegation of nine persons visited the British zone and enquired into trade union affairs and the economic and social conditions of dockers and seamen. It discussed its findings with British authorities on the spot and at home, and gave the organizations concerned a considerable increase of prestige in the eyes of their members, public opinion and the authorities. At the request of the I.T.F., the Swedish member-organizations supplied six tons of newsprint.

All that did not yet mean affiliation. The leaders and members of the German transport workers' trade unions were eager to be received into membership of the I.T.F. because affiliation implied confidence and restoration of dignity. The E.C. considered this question at its meeting on August 12 and 13, 1946, and concluded that the ranks of the I.T.F. should be opened again for German organizations. In a statement published at the conclusion of the meeting, the conditions of affiliation were laid down in the following terms :—

“ The E.C. has decided to act favourably on these requests by allowing German unions to join, on condition, however, that in addition to the fulfilment of the requirements laid down in the I.T.F. Constitution, admission shall be dependent upon adequate guarantees that people who have in any way collaborated with the Nazi regime shall not be eligible to hold any office in the union and further that the rules of any organization, or constituent parts thereof, shall provide for the election of all its officers on a democratic basis. The E.C. empowers the M.C. to accept German unions into membership, if it is satisfied that the above conditions are fulfilled. The I.T.F. cannot, however, entertain the idea of admitting local or small scale organizations of German transport workers, whose requests for affiliation will be held in abeyance until such time as organization on a zonal or other basis that will satisfy the requirements laid down by the E.C. has become practicable.”

On August 25, 1946, the “ Working Association of Transport and Public Services Trade Unions,” of Bielefeld applied for affiliation on behalf of three transport workers' and railwaymen's trade unions operating in the British zone. In a report to the Management Committee, the Secretariat of the I.T.F. stated that the organizations fulfilled the conditions laid down by the E.C.

Before the Management Committee could consider the application, the W.F.T.U. issued on October 16, 1946, a circular to all International Trade Secretariats on the subject of the admission of German trade unions, in which it was stated that

“ . . . the admission of trade unions of any zone of occupation in Germany whatever into any international trade union group would be contrary to the procedure adopted on this matter by the W.F.T.U. and upon which we have, after negotiations, obtained agreement of the Allied Control Council in Berlin. Furthermore, it would place this admission outside and in opposition to the *rulings* and decrees of this Council.

“ Consequently, the Bureau of the W.F.T.U. has unanimously decided to propose to all the International Secretariats, in cases where individual German unions of any zone of occupation would submit a request for affiliation to inform the W.F.T.U. and to suspend all decisions ” etc.

From an article by Mr. Tarasov in “ New Times ” it is clear that it was the decision of the I.T.F. Executive of August 1946 which had inspired the action of the W.F.T.U. A discussion between I.T.F. representatives (Messrs. Christiansson, Jarman and Oldenbroek) and the General Secretary of the W.F.T.U. elicited no other positive information about the motives of the W.F.T.U. than that the consent of the Allied Control Council was required. Against that must be set a definite assurance that the British Authorities would not object to affiliation of trade unions in their zone to the I.T.F. This assurance, however did not include any promise to facilitate the exchange of German against other currencies for payment the of affiliation fees and travelling expenses of German delegates to meetings held outside Germany.

The Executive Committee of the I.T.F. considered the problem raised by the W.F.T.U.'s circular at its meetings of March and September 1947. In the E.C.'s view the I.T.F. was free to make its own decisions in its own affairs, and to act upon them. Consequently it instructed the Secretariat to contact the German organizations with the request that they make new applications conforming to the then existing situation, as their structure had undergone changes since their first application was made in August 1946. The M.C. and the Secretariat were empowered to accept the German organizations into membership when this formality had been completed.

The question of the German unions was considered again at the meeting of the General Council of the I.T.F. in November 1947, when their affiliation was endorsed subject to the conditions laid down by the Executive Committee. The meeting gave particular consideration to an objection raised to former U-boat officers belonging to a German union affiliated with the I.T.F., and it was decided to leave the matter to the Seafarers' Section of the I.T.F. Confidence was expressed that the union concerned would react favourably to any suggestions made by the I.T.F. in this connection.

The difficult situation of the transport industries in Western Germany —particularly the railways— with its harmful repercussions on conditions of life and work in Germany and on the economy of other European countries, was the subject of a discussion with the British Foreign Office, which took place on August 28, 1947. As a result of this Conference certain measures in preparation were speeded up and others initiated, such as special allocations of and priority for supplies of iron, steel, timber, asbestos, coal and power to wagon and locomotive repair works ; importation of 100,000 tyres for road transport vehicles; and supply of household coal to transport workers, especially railwaymen, called upon to handle coal. These measures have halted the growth of transport difficulties and in some instances have already relieved them.

The opportunity was also seized to ask on behalf of the German railwaymen's trade unions for passports enabling trade union officials

to move about the four zones ; use of telephone and telegraph across zone limits ; and motor cars and special petrol allocations.

As far as they have been able to act alone, the British and American authorities have subsequently reacted favourably and granted some concessions.

Bro. H. W. Fraser, of the R.L.E.A., visited Germany in May and June 1947 and reported to the American railwaymen on the plight of the German railwaymen in so far as clothing and footwear were concerned. The American railway trade unions have decided to collect clothing, etc., and have it distributed through the German I.T.F. organizations. The I.T.F. office in New York is assisting the R.L.E.A. in solving shipment problems.

RELATIONS WITH AFFILIATED AND UNAFFILIATED UNIONS

Relations with practically all affiliated organizations are normal. In a few cases there are unusual aspects—favourable and unfavourable—which deserve special attention. Further we have continued to maintain relations with many unaffiliated organizations, with a view to their eventual affiliation. Below we deal with the different organizations concerned, affiliated and unaffiliated, in the alphabetical order of the countries.

Argentina

Relations with the *Railwaymen's Union* (Unión Ferroviaria) and the *Locomotivemen's Union* (La Fraternidad) were excellent before the war, but we ceased to encourage them after receiving letters in 1943 from Government "interventors" who were put in to run the unions in place of the regularly elected executive committees.

Later the interventors were withdrawn, but early in 1947 we received a letter from the President of the Locomotivemen's Union supplying a good deal of information we had asked for in view of the Railwaymen's Conference we proposed to hold in Brussels in March. He ended with an apology that in view of the heavy cost his organization could not be represented at the Conference. In thanking him we asked whether the Union was politically and administratively in a position to resume normal relations with the I.T.F. He replied echoing the satisfaction we had expressed at the resumption of relations, and went on: "We earnestly hope that nothing and nobody will ever break the material and spiritual links that unite us, since as workers our similar class interests and feelings tend to bind us together in a single faggot, to which difference of language, nationality and culture are no impediment, since they are of a secondary character in the face of those things which are fundamental—the principles common to all. We shall therefore be very glad to answer any questionnaire you may care to send us"

Nothing about resuming payment of contributions.

At the Seattle Conference we made contact with Captain L. A. De Fazio, who was the Argentine seafarers' representative, and have since been in correspondence with him. His organization has since joined other seafarers' unions in constituting a *Confederation of Seafarers' Unions*, which we gather from Captain De Fazio is favourable to affiliation with the I.T.F.

We had Captain De Fazio appointed a deputy member of the Joint Maritime Commission.

It may be mentioned that a joint delegation of the American Federation of Labor and the Railway Labor Executives' Association which recently visited Argentina reported rather unfavourably on the trade union movement in that country. It states that Peron and his government are tightening their hold over the Argentina trade unions to the point that they are not really free agents.

When meeting in Washington in September, 1947, the E.C. availed itself of the opportunity to secure more detailed information about the position of the two railwaymen's unions and the seafarers' organization, when we were informed that the three organizations were free agents, but adopted divergent attitudes towards their government. To a question whether the three organizations were worthy of fraternal relations with free trade unions abroad, the reply was in the affirmative.

Australia

The second meeting of the I.L.O. Inland Transport Committee in Geneva in May 1947 was attended by Mr. Broadby (Road Transport Workers), who also attended the meeting in December, 1945, and Mr. E. J. Harrison (Locomotivemen). The question of affiliation was discussed, as it was in 1945.

According to Mr. Broadby the high affiliation fee is an obstacle. He seemed to consider it helpful that the fee could be reduced for extra-European countries.

Mr. Harrison distributed a report on what he had learned about railwaymen's affairs, while in contact with the I.T.F. His conclusion reads as follows :—

“ CONCLUSION

“ I am indebted to the Secretary and the Assistant Secretary of the International Transport Workers' Federation for making available to me so much information on the conditions of railwaymen in other countries and I am keenly interested in the study the Federation is now undertaking on the matter of eye-sight tests and psychotechnical examinations because I realize that as one of the leaders of a union covering railwaymen in Australia there is a deal for us to learn from the principles followed in other countries on both these matters.

“ The Federation is directing its attention towards convening a convention in the South Pacific area during the first half of 1948 and in appreciation of the tremendous assistance afforded me in my studies whilst overseas and in recognition of the tremendous value of the information gathered and the work performed in the interests of transport workers by the officers of the International Transport Workers' Federation, I commend to all transport unions in Australia a suggestion that they should affiliate with this international organization.”

Austria

In Austria, as elsewhere in Central Europe, the principle of a single all-embracing trade union organization has been imposed and has resulted in the introduction of party politics into the management of the

trade union movement. Trade union executives are composed of representatives of the political parties forming anti-fascist or patriotic coalitions.

The Austrian T.U. Federation is a strictly centralized organization, divided up into 16 industrial groups. Trade union contributions are uniform for all members of all groups. The component unions retain 17 per cent of the contribution income, the remaining 83 per cent going to the T.U.F. The Railwaymen's Union has nevertheless offered to pay full affiliation fees to the I.T.F. and to bank them for us in Austria so long as foreign currency is not available for paying them to us in London.

The Austrian railwaymen have succeeded in maintaining the Union's old socialist stewards in practically all essential posts. It is therefore highly interesting to note the results of staff council elections held early in 1947. Here they are :—

Socialist list of candidates ...	63,143	votes or	81.03	per cent.
Communist „ „ ...	10,256	„ „	13.09	per cent.
Catholic „ „ ...	4,349	„ „	5.88	per cent.

96 per cent of the Austrian railwaymen now belong to the Union, 40,000 new members having joined in 1946.

The Secretary of the Railwaymen's Section of the I.T.F. together with fraternal delegates of many European railwaymen's unions, attended the Austrian Railwaymen's Congress, held in April 1947 in Vienna.

Belgium

The holding of a meeting of the Executive Committee and an International Railwaymen's Conference in Brussels in March 1947 has helped to enhance the good relations with our affiliated organizations in Belgium. Belgian hospitality was lavish. The leaders of our Belgian organizations made use of the occasion to state publicly that they wish the I.T.F. to continue its activities in full liberty and independence of the W.F.T.U.

Canada

The Canadian Brotherhood of Railway Employees and Other Transport Workers has done an unusual and highly effective piece of propaganda work by publishing in book form the whole of the Report on Activities which was submitted to the I.T.F. Congress in Zurich. It was distributed to all branches of the C.B.R.E. and to many organizations and trade unionists throughout Canada.

When paying a courtesy visit to the C.B.R.E. in September 1947, the Assistant General Secretary had tangible proof that there was an intelligent and knowledgeable interest in the I.T.F. and its work inside and outside the ranks of the Brotherhood and that interest and knowledge were not confined to the top leaders of the organization.

China

The *National Chinese Seamen's Union* was affiliated with the I.T.F. before the war and at its request was reinstated by the E.C. in January 1946. A sum of £20 was received from it in 1946.

We are not sure that this Union is not the instrument of a political party. Outside Chinese territory it caters for seamen who are not Chinese nationals. It claims the allegiance of all seamen of Chinese race, and so comes into conflict with the seamen's unions of Hong-Kong and Singapore.

The *Singapore Chinese Seamen's Union* was founded during the war in Liverpool, but transferred its headquarters to Singapore some time ago. There it has to face the competition of no less than four other organizations, two of which seem to be ordinary company unions backed by certain employers, while the two others are instruments of political parties.

The Management Committee decided early in 1947 to give the Union material and moral support in its struggle against its rivals, and a loan of £200 was granted. An arrangement has been made in Singapore whereby seamen belonging to different unions are hired in turn, with a certain preference for men who sailed for Great Britain during the war.

Denmark

As a result of friendly representations, the *Danish Cooks and Stewards' Union* has resumed its relationship with the I.T.F. and paid affiliation fees for the years 1939 to 1946 inclusive. During the war the Union's membership fell below 500, many members seeking employment ashore in order to avoid service for the Germans. Membership is now increasing again and has reached the figure of 890. In pre-war days it was just over a thousand.

Mr. Vejre has approached the *Danish Railway Clerks' Association* with a view to inducing them to affiliate with the I.T.F. With the consent of the Danish Railwaymen's Union, this Association was invited to send an observer to the International Railwaymen's Conference in Brussels. According to a communication from the General Secretary of the Clerks' Association, the question of affiliation is to be put on the agenda of the next delegate meeting, due to be held in 1948, with good prospects of a positive decision.

India

Among the Indian workers' delegates at the second meeting of the I.L.O. Inland Transport Committee held in Geneva in May 1947 was the leader of the *Bengal Mariners' Union*, an organization of inland shipping workers. He promised to induce his organization to affiliate with the I.T.F.

An agreement has been concluded between the British and Indian (*Maritime Union of India*) officers' unions under which the latter will limit its activities to the organization of masters and officers of Indian nationality. Indian officers now in the British union, as well as masters and officers serving with Indian companies, though domiciled in Great Britain, will be asked to transfer to the Indian union. Neither organization will raise any objection to dual membership.

Indonesia

The Dutch Railwaymen's Union recently sent us the address of a railwaymen's union in Indonesia.

We wrote to this organization, and it appears that it is a former member of the I.T.F., organizing mainly railway clerks. In reply it promised that the question of relations with the I.T.F. would be considered by its Executive.

Italy

The Italian Dockers' Federation participated in the Conference of the Dockers' Section in Antwerp from August 28 to 30, 1946. Later it declined to pay affiliation fees on the ground that it did not yet consider itself as affiliated. Bro. Sardelli's endeavours to put matters right have so far been fruitless.

Japan

For some time after the war ended we were unable to re-establish contacts with the trade union movement in Japan, but after several attempts we finally succeeded in obtaining the address of the former General Secretary of the *Japanese Seamen's Union*, Mr. M. Yonekubo, who was a staunch supporter of the I.T.F. up to the time when the Japanese Government then in power forced the Union to leave us. Our information was that Mr. Yonekubo, who was still an adviser to the Seamen's Union, had taken up a courageous stand during the war against the warmongers in his country, so that there was every justification for entering into relations with him again.

We did so, and in replying he explained that both before and after Japan's entry into the war he was subjected to the constant suppression of the Japanese military Government, and had been forced to drop both his general secretaryship of the Union and his membership of the House of Representatives, while the Union itself had been dissolved. After the Japanese surrender, however, the Japanese Seamen's Union, together with other bona fide trade unions, resumed its activities. A Social Democratic Party was founded which has become the strongest party in Japan.

Mr. Yonekubo states that the trade union movement now has a membership of five million, and he has promised to use his influence to induce the Seamen's Union to join the I.T.F. again.

Latin America

The Geneva Conference (May 1947) was attended by delegates from Chile, Mexico and Peru.

The *Chilian Railwaymen's* delegate informed us that his union had passed a resolution taking affiliation with the I.T.F. into favourable consideration.

The *Peruvians* are emerging from a period of dictatorship. The *Railwaymen's* delegate informed us of the setting up of a Federation based on local and regional organizations, none of which is as yet financially strong. He showed considerable interest in the I.T.F. and in the Chileans' plan to form a South American group of the Railwaymen's Section of the I.T.F.

The *Mexican Railwaymen's* delegate proved an intelligent enquirer and professed sympathy with the organizational conceptions of the I.T.F. There is a split in the Mexican trade union movement and the Railwaymen are at present outside the C.T.M.

Late in September 1947 we received a letter from the Railwaymen's Federation asking us to send a representative to Mexico to discuss conditions of affiliation.

This had been prompted by the presence of the I.T.F. Railwaymen's Delegation in the United States at the time, but the letter unfortunately arrived too late for advantage to be taken of the opportunity.

New Zealand

An invitation sent out for the abortive Pacific Conference of the I.T.F. has led to correspondence with the *New Zealand Transport Workers' Federation*, which has enquired about conditions of affiliation.

The *Federated Seamen's Union* of New Zealand affiliated with the I.T.F. during the war but has failed since then to make its affiliation effective. We are endeavouring through other contacts to raise the question of effective affiliation of all the seamen's and officers' unions in that country.

Philippines

The I.L.O. informed us recently that the *Maritime Engineers' Association* of the Philippine Islands had approached them with a view to establishing contacts with seafarers' organizations in the various parts of the world. The I.L.O. advised them to communicate with the I.T.F.

We have now received a letter from this organization from which it appears that it is an old established trade union. The exchange of correspondence is being pursued.

Rhodesia

The *Rhodesian Railway Workers' Union*, with which we were unable to have regular relations during the war, has shown its appreciation of the I.T.F. by paying up affiliation fees in respect of the war years. At the same time it remarks that it derives great value from I.T.F. documents and publications. The Union reports an increase in membership from 1,500 to 3,000.

South Africa

Among the South African delegates to the Geneva Conference of May 1947 were two railway trade union leaders, Messrs. Van Niekerk and Smit. They were supplied with full information about the I.T.F. and at our instigation were invited to attend the Congress of the Netherlands Railwaymen's Union. They showed very keen interest and promised to endeavour to secure the affiliation of the six South African railway trade unions.

The *South African Transport Workers' Council* which is affiliated to the I.T.F. for 3,000 members, has informed us that its present membership is 30,000, but that the number includes many non-paying members from rural areas where wages are still low and local organizations largely ineffectual. The council hopes to remedy this through organizational and educational campaigns. They quote as one of their difficult problems the fact that wages and general conditions of non-European workers are low owing to racial discrimination.

We have advised the Council to apply to the Management Committee of the I.T.F. for its affiliation fee to be based either on a reduced membership or on a reduced rate.

U.S.A.

On the occasion of the I.L.O. meeting in Geneva in May 1947 contact was also made with the Secretary-Treasurer of the *Amalgamated Street Car Employees' Union*, Mr. Mischo. The question of affiliation was, of course, discussed with him, but less insistently than with others because there are possibilities of frequent contacts. The discussion was resumed in October 1947 with the President of the Union, Mr. Spradling, in Detroit (where the Union's headquarters are located), by Messrs. Becu, Bratschi and Oldenbroek, on the occasion of the visit of the I.T.F. delegation to that city.

During the same time Messrs. Becu, Dorchain and Oldenbroek visited the offices of the American Airline Pilots' Association in Chicago, where they had a friendly and interesting conference with the Secretary, Mr. Kilgore, in the absence of President Behncke. This Association has put the question of its affiliation with the I.T.F. on its agenda.

The New York office of the I.T.F. is in constant relation with a considerable number of affiliated and unaffiliated organizations in North and Latin America and publishes an English and Spanish Press Report for the purpose of keeping the I.T.F. on the map.

I.M.M.O.A.

When the I.M.M.O.A. decided to cease to function as an industrial organization, but to continue as a centre for friendly relations between Officers' organizations, its rules had to be revised. Mr. Tennant kindly submitted the draft of the revised rules to the I.T.F. for scrutiny. We made a number of suggestions aiming at preventing overlapping of the purposes and activities of the I.T.F. and the I.M.M.O.A.

LIST OF AFFILIATED ORGANIZATIONS

These tables only show the memberships of unions affiliated on 1st January of the year concerned. Unions affiliating in the course of a year have not been included until the following year.

The years where no replies from the unions concerned were received are marked by X. Figures for 1948 marked by * are estimates by the I.T.F. Secretariat.

Country	Unions	Transport Membership on January 1st		
		1946	1947	1948
Argentina ...	Unión Ferroviaria, Sociedad de Empleados y Obreros de los Ferrocarriles (Railwaymen) ...	X	X	80,000*
	"La Fraternidad," Sociedad de Personal Ferroviario de Locomotoras (Locomotivemen) ...	X	X	12,000*

Country	Unions	Transport Membership on January 1st		
		1946	1947	1948
	Federación Obrera Marítima (Seamen)	X	X	5,000*
	Unión Tranviarios (Tramwaymen)	X	X	10,000*
Australia ...	Maritime Transport Council	15,000	15,000	15,000
Austria ...	Gewerkschaft der Eisenbahner (Railwaymen) ...	—	89,667	75,850
	Gewerkschaft der Handels-Transport-und Verkehrsarbeiter (Transport Workers)	—	9,702	20,975
Belgium ...	Secteur Cheminots de la Centrale Générale des Services Publics (Railwaymen)	30,000	35,000	32,000
	Belgische Transportarbeidersbond (Transport Workers)	26,492	25,850	26,270
	Centrale Belge du Personnel des Tramways, Vicinaux et Autobus (Tramwaymen)	16,470	16,670	15,682
Canada ...	Canadian Brotherhood of Railway Employees and other Transport Workers	22,000	22,000	22,000
	Canadian Seamen's Union	6,000	6,000	6,000*
Ceylon ...	All-Ceylon Seamen's Union	—	—	125
Chile ...	Federación Industrial del Transporte Marítimo y Portuario de Chile (Seamen and Dockers) ...	X	X	5,000*
China ...	National Chinese Seamen's Union, Shanghai ...	143,710	149,126	152,298
Denmark ...	Dansk Jernbaneforbund (Railwaymen)	7,903	8,211	9,972
	Privatbanefunktionærernes Forbund (Private Railway Staff)	—	—	1,390
	Dansk Lokomotivmands Forening (Locomotive-men)	1,800	1,800	1,800
	Dansk Arbejdsmandsforbund (Transport Workers)	35,000	35,000	35,000
	Sömaændenes Forbund i Danmark (Sailors) ...	3,199	3,658	4,107
	Dansk Sö-Restaurations Forening (Catering Staff)	1,000	1,050	1,050

Country	Unions	Transport Membership on January 1st			
		1946	1947	1948	
Egypt ...	Sö-Fybödernes Forbund i Danmark (Firemen) ...	1,700	1,734	1,800	
	General Union of Motor Drivers, Cairo ...	1,132	1,200	1,557	
	Chauffeurs' Union, Ismailia	136	120	118	
	Taxi Drivers' Union, Alexandria ...	700	750	700	
	Taxi Chauffeurs' Union, Port Said ...	200	200	200*	
	Northern Autobus Drivers and Workers' Union, Alexandria ...	350	X	350*	
	The Egyptian General Omnibus Co. Workers' Union, Boulac ...	500	500	500	
	Heliopolis Metro Workers' Union ...	700	X	700*	
	Misr Airworks Workers' Union ...	300	X	300*	
	Misr Fluvial Workers' Union ...	—	500	500	
	Mercantile Navy Staff Syndicate, Alexandria ...	—	—	500	
	Eire ...	Irish Transport and General Workers' Union ...	5,000	5,000	5,000
		Irish Seamen and Port Workers' Union ...	—	—	1,000
Finland ...	Suomen Rautatielaisten Liitto (Railwaymen) ...	12,223	12,610	15,153	
	Suomen Veturimiesyhdistys (Locomotivemen) ...	2,700	2,900	3,500	
	Suomen Kuljetustyöntekijäin Liitto (Transport Workers) ...	17,712	17,890	24,009	
	Suomen Merimies Unioni (Seamen)...	5,044	5,721	6,383	
	Suomen Konemestari Liitto (Engineers) ...	900	1,000	1,400	
France ...	Fédération Nationale des Syndicats Maritimes (Seamen)...	20,000	20,000	20,000	
	Fédération Nationale des Moyens de Transports (Transport Workers) ...	100,000	X	**	
Gt. Britain	National Union of Railwaymen ...	362,512	423,342	434,009	
	Railway Clerks' Association	89,409	87,358	90,361	

** Expelled.

Country	Unions	Transport Membership on January 1st		
		1946	1947	1948
	Associated Society of Locomotive Engineers and Firemen	68,973	71,812	74,859
	Transport and General Workers' Union ...	250,000	250,000	250,000
	National Union of Seamen	40,000	55,000	55,000
	The Navigators' and Engineer Officers' Union	—	12,000	12,500
	Radio Officers' Union ...	—	6,000	6,000
	Union of Shop, Distributive and Allied Workers ...	37,000	37,000	40,000
Greece ...	Federation panhellenique des Cheminots (Railwaymen)	8,950	10,250	10,850
	Dockers' and Porters' Federation of Greece ...	—	10,000	10,000
	Greek Motor Transport Workers' Federation ...	—	X	10,000*
Hong-Kong	Hong-Kong Seamen's Union	—	—	3,119
Iceland ...	Sailors' and Fishermen's Union	1,522	1,552	1,552
India ...	All-India Railwaymen's Federation	450,000	475,000	475,000
	Indian Seamen's Union ...	30,000	30,000	30,000
	Maritime Union of India...	600	715	954
	National Union of Railwaymen of India and Burma	—	3,000	3,000*
Italy ...	Sindacato Ferrovieri Italiani (Railwaymen)	140,000	X	140,000*
	Federazione Autoferro-Tramvieri e Internavigatori (Tramwaymen) ...	50,000	X	50,000*
	Federazione Gente del Mare (Seamen)	X	X	10,000*
	Federazione dei Lavoratori dei Porti (Dockers) ...	X	X	10,000*
	Sindacato Gente dell' Aria (Civil Aviation Staff) ...	10,000	X	10,000*
Jamaica ...	Jamaica Government Railway Employees' Union	—	—	1,923
	Tramway, Transport and General Workers' Union	—	—	1,000*
	Maritime Union of Jamaica	—	—	1,000*
Kenya ...	Kenya and Uganda Railway Asian Union	980	993	1,006

Country	Unions	Transport Membership on January 1st		
		1946	1947	1948
Lebanon ...	Union des Syndicats des Ouvriers de Transport de la République Libanaise (Transport Workers) ...	500	2,500	2,500*
Luxembourg	Fédération Nationale des Cheminots Luxembour- geois (Railwaymen) ...	5,125	5,200	5,200
Mexico ...	Alianza de Tranviarios de México (Tramwaymen)	4,100	3,994	4,158
Netherlands	Nederlandse Vereniging van Spoor- en Tramweg- personeel (Railwaymen and Tramwaymen) ...	15,492	19,992	21,920
	Centrale Bond van Trans- portarbeiders (Tranport Workers)	22,144	27,641	29,040
	Centrale van Kapiteins en Officieren ter Koopvaardij (Masters and Officers) ...	—	3,687	5,660
Netherlands West Indies	Surinaamse Haven en Trans- portarbeidersbond (Dockers and Transport Workers)	X	X	450*
New Zealand	New Zealand Locomotive, Firemen and Cleaners' Association	2,288	2,270	2,270
	New Zealand Waterside Workers' Union ...	6,108	X ...	6,200*
Norway ...	Norsk Jernbaneforbund (Railwaymen)	14,765	18,791	19,202
	Norsk Lokomotivmands- forbund (Locomotivemen)	1,980	2,060	2,080
	Norsk Transportarbeider- forbund (Transport Workers)	16,000	17,000	23,000
	Norsk Sjømandsforbund (Seamen)... ..	18,000	18,000	18,000
	Norsk Styrmandsforening (Mates)	3,000	3,007	3,071
	Det Norske Maskinistfor- bund (Engineers) ...	—	3,300	3,500
Palestine ...	International Union of Rail- way, Post and Telegraph Employees in Palestine...	800	850	850

Country	Unions	Transport Membership on January 1st		
		1946	1947	1948
St. Lucia ...	Jewish Masters', Officers' and Seamen's Union ...	X	X	100
	St. Lucia Seamen's and Waterfront Workers' Trade Union ...	—	366	416
Singapore ...	National Chinese Seamen's Union ...	3,500	3,500	3,500
South Africa	South African Council of Transport Workers ...	3,000	3,000	3,000*
Southern Rhodesia ...	Rhodesia Railway Workers' Union ...	3,050	3,210	3,357
Sweden ...	Svenska Järnvägsmannaförbundet (Railwaymen) ...	58,262	61,553	64,000
	Svenska Transportarbetareförbundet (Transport Workers) ...	38,279	41,023	42,584
	Svenska Sjöfolksförbundet (Seamen)...	15,654	12,110	15,725
	Svenska Maskinbefalsförbundet (Engineers) ...	2,026	2,387	2,819
	Switzerland	Schweizerischer Eisenbahner-Verband (Railwaymen) ...	37,211	38,992	40,938
Syria ...	Verband der Handels-, Transport- und Lebensmittelarbeiter der Schweiz (Transport and Distributive Workers) ...	7,953	9,431	9,687
	Syndicat des Chauffeurs (Motor Drivers) ...	—	1,000	1,000
Trinidad ...	Seamen and Waterfront Workers' Trade Union...	2,011	2,110	2,110*
United States	Railway Labor Executives' Association ...	—	—	705,882
	Seafarers' International Union of North America	35,000	35,000	51,000
	National Organization of Masters, Mates and Pilots	—	—	10,000*
				3,450,511

Administration and Internal Organization

I.T.F. CONGRESS, ZURICH, MAY 6 to 11, 1946

The Zurich Congress of the I.T.F. was in many ways a noteworthy one. Not only was it the first Congress to be held after the second world war ; but it marked the 50th anniversary of the foundation of the I.T.F. in 1896. But whereas during the first world war the activities of the I.T.F., like those of all other international working-class organizations, had been suspended, and it was necessary to reconstitute the organization when hostilities ended, this time the work had continued throughout the war period, and in some ways had even been intensified, so that our first congress on the morrow of the second world war brought together no less than 148 delegates directly representing 39 transport workers' organizations in 19 countries—Austria, Belgium, Canada, China, Denmark, Egypt, Finland, France, Great Britain, Holland, Italy, Luxembourg, Mexico, Norway, Poland, Sweden, Switzerland, Syria and the United States—with a total of 1,717,253 members. And the number would have been greater had not circumstances prevented the attendance of some of the delegates who had been expected; notably those of the Railway Labor Executives' Association of the U.S.A.

The Congress was presided over—for the last time—by that hoary old veteran *Charles Lindley*, who had helped to found the I.T.F. fifty years before, and the leave-taking at the Zurich Congress naturally struck an emotional note.

Two other veterans of the I.T.F. were the guests of the Congress, Berthold Koenig, the former leader of the Austrian railwaymen, and Giuseppe Sardelli, former leader of the Italian Tramwaymen's Union, both of whom have been associated with the I.T.F. for over a quarter of a century. Vilém Brodecky (Czechoslovakia) and Jean Jarrigion (France), two railwaymen's leaders in retirement, had been invited, too, but were prevented, the former by passport difficulties and the latter because of political activities, from travelling to Zurich.

The main interest of the discussion naturally centred round the proposed integration of the I.T.F. in the World Federation of Trade Unions. In an organization with traditions such as ours it was only natural that a proposal to merge it in another that had still to win its spurs should be viewed with some apprehension, and that fears should be expressed lest the work might suffer in consequence. Nobody, however, wished to put anything in the way of the achievement in practice of the unity of the international trade union movement which had been brought about in theory by the setting up of the W.F.T.U. In the end the Congress, while accepting the principle of integration and instructing the Executive Committee to continue negotiations, laid it clearly down that the terms should be acceptable, and should be submitted to a further Congress of the I.T.F. for approval before being put into practice. (The text of the resolution adopted will be found in the chapter on Relations with the W.F.T.U.).

Post-war problems also claimed a good deal of the Congress's attention, and the discussions led to the adoption of two resolutions, one sponsored by A. Verduyck, of the Belgian Tramwaymen's Union, on Full Employment and Social Security, and the other by G. Borghesi, of the Italian Railwaymen's Union, on the Rehabilitation of the Transport Industry. The resolution called for a reconstruction plan for the whole of the ravaged countries.

A resolution on Spain called upon affiliated organizations "to assist their national centres in bringing pressure to bear on governments, urging them to break off economic as well as diplomatic relations" with Franco Spain.

A third resolution expressed solidarity with the Mexican tramwaymen in their struggle against the international tramway trust SOFINA.

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In consequence of changing circumstances following the war, it had been found that the old Constitution of the I.T.F. was no longer adequate, and the Executive Committee had therefore submitted to the Congress a draft of a new Constitution. This was referred to an ad hoc committee, which after making a few minor amendments proposed the adoption of the new Constitution substantially as drafted by the Executive Committee.

It was unanimously adopted, and it was further agreed that it should come into operation immediately, so that the new General Council was elected in accordance with its provisions.

In accordance with established practice, separate sectional conferences were held, in connection with the Congress, of the Dockers' and Inland Navigation Section, Railwaymen's Section, Seafarers' Section and Road Transport and Tramway Section. Particulars of their resolutions and decisions, which were ratified by the Congress, will be found in the chapters dealing with these sections.

It was announced that the Executive Committee would favourably consider a request of the Scandinavian organizations that I.T.F. publications should also be issued in Swedish, and also a proposal of the Australian Maritime Council that the I.T.F. should organize a Regional Transport Conference for the Pacific Area.

It was further decided that the headquarters of the I.T.F. should remain in London, and that affiliation fees should remain at the existing rate of £10 13s. 4d. per thousand members.

On this fiftieth anniversary of the foundation of the I.T.F. many nice things were said about the organization, its leaders and its work, and the representatives of the Norwegian Transport Workers' Union seized the opportunity to present a handsomely bound illuminated address.

A highlight of the Congress was the return to the three representatives of the Austrian Railwaymen's Union, Berthold Koenig, Richard Freund and A. Thaler, by the General Secretary, of the I.T.F. flag which they had smuggled out of Austria and entrusted to the safekeeping of the I.T.F. at our Congress in Copenhagen in 1935. It may be mentioned that on its arrival in Vienna a few days later the flag was received with full honours and was the subject of a most impressive demonstration.

Recognition is due to the Swiss comrades, and particularly to Robert Bratschi, E. Willfratt, R. Meier and W. Schneiter, of the Reception Committee, for the excellent way in which the Congress was organized and the entertainment which made it such a memorable occasion for the delegates who attended it.

The Swiss authorities added to the prestige their country already enjoys by helping our two Swiss organizations to give the Congress a worthy setting. All this added to the warmth of the reception which the people of Zurich and the Swiss press gave to the Congress and very much strengthened the sympathy which delegates already felt for the country, whose high material and cultural civilization and natural beauties they had an opportunity of admiring.

GENERAL COUNCIL

At the Zurich Congress the following were chosen as members of the General Council :—

Austria and Switzerland :	R. Bratschi (Switzerland). V. Uebeleis (Austria).
Belgium, Holland and Luxembourg :	O. Becu (Belgium). G. Joustra (Holland).
Denmark, Finland, Norway and Iceland :	I. Haugen (Norway). P. Paulsen (Denmark).
Sweden :	S. Christiansson (Railwaymen).
France :	C. Garcias (Transport Workers). E. Ehlers (Seamen).
United Kingdom :	J. Benstead (Railwaymen). A. Deakin (Transport Workers). C. Jarman (Seamen).
Italy :	E. Gnudi (Railwaymen) G. Canini (Tramway & Bus Wkrs)
Canada :	A. S. Simpson (Railwaymen).
Near and Middle East :	M. I. Zein el Din (Egypt)
Spain :	Trifón Gómez.

No substitutes were elected, the appointing groups making no use of their right to do so.

Members representing Czechoslovakia (one), Poland (one), Latin America (one) and the United States (one, or two if the American Railwaymen decided to join the I.T.F.) were not appointed, either because these countries were not represented, or because their representatives would have to consult with other bodies in their area. It was further decided that Australia and New Zealand (one), India and Kenya (one) and South Africa and Rhodesia (one) could only appoint representatives to attend General Council meetings if suitable arrangements could be made with them with regard to the payment of expenses for attendance.

The American railwaymen duly joined the I.T.F. and Messrs. B. M. Jewell (Railwaymen; substitute A. E. Lyon) and H. Lundeborg (Seamen; substitute J. Hawk) were chosen as American representatives on the General

Council. Czechoslovakia, Poland and Latin America have not made use of their right to appoint members. Messrs. J. Tudehope (Australia and New Zealand) and Aftab Ali (India and Kenya; substitute Desai) were appointed to represent their groups at the General Council meeting held in London in November 1947, as they expected to be in London at the time, but neither of them arrived in time.

Of the members actually appointed *Mr. C. Jarman* died in May, 1947, and *Mr. D. S. Tennant* was chosen to replace him.

Mr. C. Garcias' (France) membership lapsed on the withdrawal of his organization (French Road Transport Workers' Federation) from the I.T.F. without paying its affiliation fees. *Mr. E. Ehlers'* organization (French Seamen's Federation) also resigned from the I.T.F., but paid its affiliation fees to the end of 1947, so that he still qualified as a member. In the meantime *Mr. Ehlers* ceased to be the General Secretary of his Federation and resigned from the General Council of the I.T.F. Finally, *Mr. J. Benstead* ceased to be the General Secretary of the National Union of Railwaymen of Great Britain upon his appointment as member of the British Transport Commission, and consequently retired from the General Council of the I.T.F. The British Railwaymen's group chose *Mr. J. B. Figgins* to replace him.

During the period under review the General Council has met once, from November 25 to 27, 1947 in London, where the main business was the Secretariats' Report on Activities, the affiliation of German unions, and the holding of an I.T.F. conference on the European Recovery Programme.

EXECUTIVE COMMITTEE

The following were elected by the Zurich Congress as members of the Executive Committee :—

- R. Bratschi (Switzerland).
- T Gómez (Spain).
- J. Benstead (United Kingdom).
- S. Christiansson (Sweden).
- G. Joustra (Holland).
- C. Garcias (France).
- O. Becu (Belgium).

The General Secretary of the I.T.F. is a member of the E.C. ex-officio.

In the meantime, *Mr. J. Benstead* (who had laid down the general secretaryship of his Union on being appointed a member of the British Transport Commission) and *C. Garcias* (for the reason mentioned in the previous chapter) ceased to be members of the Executive Committee, and the General Council, at its meeting in London in November 1947, appointed Messrs. *J. B. Figgins* (Great Britain) and *B. M. Jewell* (U.S.A.) to replace them.

President of the I.T.F.

At a brief ad hoc meeting held immediately following the Zurich Congress, the Executive Committee chose *Mr. John Benstead* as President of the I.T.F. in succession to *Mr. Charles Lindley*.

Following the resignation of Mr. Benstead in September 1947 the General Council, at its meeting in November 1947, chose Mr. Omer Becu to succeed him.

Meetings of the Executive Committee

During the period under review the Executive Committee met five times, i.e., on January 14 to 15, 1946 in Zurich ; May 3, 1946 in Zurich ; August 12 to 13, 1946 in Stockholm ; March 22 to 23, 1947 in Brussels and September 20 to 22, 1947 in Washington.

The Stockholm meeting was attended by all E.C. members except Mr. Garcias, who apologized for his absence. The Management Committee was represented by Messrs. Deakin and Gallie. Mr. Charles Lindley, former President of the I.T.F., accepted an invitation to attend as a guest.

At the Brussels meetings, all E.C. members were present except Mr. Garcias, who had ceased to be a member. The Management Committee was represented by Mr. Jarman.

In Washington Messrs. Becu, Bratschi, Christiansson, Gómez, Joustra and Oldenbroek attended. Mr. Benstead had resigned from the E.C. in the middle of September 1947, shortly before the meeting. The M.C. was represented by Mr. T. Yates.

Condensed reports on the above meetings of the E.C. duly appeared in the Press Report of the I.T.F., while minutes were circulated to the members.

MANAGEMENT COMMITTEE

The Management Committee is composed of four representatives of the affiliated organizations in the country in which the I.T.F. is domiciled (at present the United Kingdom). It meets normally every two months.

Its composition as approved by the Zurich Congress was as follows :

- J. Benstead (National Union of Railwaymen).
- A. Deakin (Transport and General Workers' Union).
- C. Jarman (National Union of Seamen).
- C. N. Gallie (Railway Clerks' Association).

Mr. Charles Jarman died on 30 May, 1947, and was replaced on the Management Committee by Mr. T. Yates, General Secretary of the National Union of Seamen.

Mr. John Benstead laid down the general secretaryship of his Union on being appointed a member of the British Transport Commission, and accordingly ceased to be a member of the Management Committee, as did also Mr. C. N. Gallie on retiring from the general secretaryship of the Railway Clerks' Association in November. The British affiliated unions unanimously chose Mr. F. Bostock, the new General Secretary of the Railway Clerks' Association to succeed Mr. Gallie. Mr. Benstead's seat was still vacant at the close of the period under review.

Auditors

During the period under review the Auditors' Committee has consisted of Messrs. J. Binks (National Union of Railwaymen), J. Donovan (Transport and General Workers' Union), and F. Burnley (Railway Clerks'

Association), but Mr. Donovan has not been able to participate in the meetings of the committee since his appointment to the Docks and Inland Waterways Executive of the British nationalized transport system.

Accountants

The auditing of the books and accounts of the I.T.F. has during the past two years continued to be carried out by the firm of chartered accountants Messrs. Hesketh, Hardy and Hirshfield, London.

ESTABLISHMENT

Accommodation of the Secretariat

At the end of December 1946 the lease of 60 Eaton Place expired and could not be renewed. When it appeared impossible to find alternative accommodation, the National Union of Seamen of Great Britain offered two small flats at the back of its building Maritime House, Clapham, London, as a temporary makeshift. The offer was gratefully accepted, though the accommodation is inadequate and makes work difficult and slow.

The Management Committee has instructed the Secretariat to continue to look for other accommodation and is prepared to consider buying a suitable house provided a mortgage can be obtained. The trustees of the National Union of Seamen have agreed to take a mortgage on a house should the I.T.F. buy one, but no negotiations for the purchase of such a house have yet been started as there are prospects of suitable accommodation becoming available in Maritime House, when the Government gives up that part which was requisitioned when the war broke out. This, however, may still take some considerable time.

Amsterdam Office

We have again access to our premises at 61, Vondelstraat, in Amsterdam, and have been recognized as the legal owners of the house. We are suing for payment of rent and compensation for dilapidations from those who used the house during the German occupation.

The house is now let to two trade unions at a rental of 2,250 guilders per annum.

In accordance with Dutch law, the Executive Committee decided, at its meeting in Brussels in March 1947, to set up a Foundation to which the property would be transferred. This was done. The President of the I.T.F., Mr. J. Benstead, and the Treasurers of the two affiliated unions in Holland, Messrs. F. Landskroon and Th. Smeding, were chosen to constitute the Board of the Foundation. On ceasing to be President of the I.T.F. Mr. Benstead retired.

Rome Office

Mr. Sardelli has made repeated representations with a view to obtaining compensation for the destruction of the I.T.F. office in Rome by fascist bands in 1926.

When the Italian Foreign Minister was in London in October 1947 an endeavour was made, without success, to secure an interview with him to discuss the matter. A written statement of the claim was made to the

Italian Ambassador in London, however, and this was forwarded to Rome.

New York Office

The New York office of the I.T.F., under the management of Mr. W. Dorchain, formerly occupied a large suite, together with the U.S. branches of the Dutch and French Seamen's Unions, at 5 Beekman Street. When these two union branches were closed down, this accommodation was too large and expensive for the I.T.F. alone, so that we moved into a smaller office in the same building.

STAFF MATTERS

Between May 1946 and November 1947, the composition of the staff of the I.T.F. headquarters underwent the following changes :—

Mr. *W. Auerbach*, who edited " Fascism " for twelve years, has left our service and returned to Germany where he entered the Civil Service in the British Zone. He is directing an office of social affairs.

Mr. *S. T. Lundgren*, for eight years our Swedish translator and co-worker in the Seamen's Section, has returned to his country and entered the service of the Swedish Ship Engineers' Union.

Mr. *L. Franzén*, entered the service of the I.T.F. in January 1947 as Swedish translator and editor of our Swedish publications. His organization—the Swedish Railwaymen's Union—had granted him leave of absence for a prolonged period. He left the service of the I.T.F. early in November 1947 to return to the Union.

Mr. *J. Johnsson* took over the post vacated by Mr. Franzén. Mr. Johnsson comes also from the Swedish Railwaymen's Union, which has granted him a prolonged leave of absence.

Further the staff has been joined by Mr. *F. Strauss*, Technical Officer for the Railwaymen's Section, Miss *I. Wikingson*, shorthand-typist for Swedish, and Miss *J. Bates*, general clerk.

PROBLEMS OF REGIONAL ORGANIZATION

Caribbean Area and West Indies

In and around the Caribbean Sea there are numerous islands and other territories which are of great importance from the shipping point of view. There is a considerable amount of coastal shipping, and tankers and regular liners as well as tramp ships frequent the ports. It has always been the practice to engage large numbers of seamen in the area, both for coastal and long distance ships, and especially during the war many of them sailed the seven seas and thus made their contribution to the winning of the war. Unfortunately conditions of employment vary widely from island to island and with the mainland, and while there was an improvement during the war as a result of increased activity, already a deterioration of living standards and a return to pre-war conditions is noticeable. This means that the seamen from the different territories are played off against each other, and the large reserve of seamen which we also find in other places, such as India, China and East and West Africa, militates against effective

trade union activity. The unions are comparatively weak and it is possible to find men willing to work in case of a conflict. What is true of the seamen applies, mutatis mutandis, to the dockers.

Praiseworthy efforts have been made by the trade union and labour movements of the Caribbean area to co-ordinate their activities, but we feel that the first effective industrial co-operation must come from the transport workers and we therefore consider it desirable to further the establishment of a permanent link between all seamen's and dockers' organizations in this part of the world.

This question has been amply discussed by the Seafarers' Section as well as by the Management Committee, who think that action should be taken by the I.T.F. in order to strengthen the trade unions of seamen and dockers both in these islands and on the mainland, and to bring them together in a federation. The question has been raised with all trade unionists from the British West Indies with whom personal contact could be made on the occasion of trips to Europe, all of whom favoured the idea. The Secretariat intends to pursue this aim with all appropriate means.

A Caribbean Transport Workers' Conference is now being planned by the most important organizations of Jamaica and Trinidad. At its meeting of September 20, 1947 in Washington, the E.C. decided to encourage the conveners of the Conference to go ahead, and to send an I.T.F. representative to the meeting.

Near East

In the Eastern Mediterranean ships are being transferred to the Egyptian and Palestinian flags. These countries have no legislation to speak of for the protection of maritime labour. Egyptian seamen are poorly organized. In Palestine only crews of ships owned by Palestinian subjects are in the Union. In Turkey there is no trade union at all. Seamen working on board ships flying the Egyptian, Palestinian or Turkish flag have hardly any recourse at all against bad working conditions. Such conditions are calculated to jeopardize international enforcement of the Seattle maritime labour conventions.

The strategic importance of the Near and Middle East in the second world war, and the fact that there are oil fields in this area, have caused a rapid and extensive development of transport facilities by land and sea. Transport workers becoming fairly numerous and conscious of their common interests, trade union organization among them has made some headway, and the I.T.F. is naturally interested in bringing them into the fold.

In our approach to this problem we have been fortunate in having the valuable assistance of Mr. Zein el Din, the leader of a transport workers' union in Egypt. We first made his acquaintance in 1931, since when he has been an enthusiastic supporter of the I.T.F. in the Near and Middle East. He toured the areas for us in 1944 and again in 1947, and our Zurich Congress elected him as a member of our General Council.

As a result of Mr. Zein el Din's propaganda, ten organizations in Egypt, one in Syria and two in Lebanon have joined the I.T.F., while others in Palestine and Iraq are corresponding with the Secretariat and considering affiliation.

Though transport workers' organizations in countries of the Near and Middle East are the strongest trade unions there, they are still in their infancy and much has to be done to strengthen them materially and to educate their members and leaders. If left to their own devices the process will be slow and long. If they could be brought to pool some of their means and their knowledge and to combine their efforts, progress could be speeded up. Therefore Mr. Zein el Din has proposed starting an I.T.F. journal in Arabic to be distributed to transport workers in these countries. In addition there should be from time to time a conference of the transport workers' trade unions in the Arab world, at which they could discuss among themselves and with representatives of the I.T.F. In short, the I.T.F. should create a regional organization through which it could guide and stimulate the transport workers' movement. It is realized that such an organization would not be financially self-supporting in the first few years of its existence.

The E.C. envisages as a first trial the publication of a pamphlet in Arabic as soon as there is a reasonable guarantee of it being widely circulated in all, or at any rate all important, countries of the Near and Middle East and to all organizations of transport workers. It also envisages the convening of a regional conference when there is a good prospect of the meeting being attended by a suitable number of organizations.

The transport workers' unions of four countries—Egypt, Palestine, Syria and Lebanon—have stated that they would be prepared to participate in such a conference.

For the agenda of the Conference Mr. Zein el Din proposed the following :—

1. New legislation for seamen in Egypt and some other Arab countries.
2. New legislation for workers in inland navigation.
3. Discussion of Egyptian Motor Drivers' Act.
4. Safety of locomotive drivers in Egypt.
5. Limitation of licenses for motor lorries and taxis in Syria and Lebanon.
6. Limitation of working hours for lorry drivers on long journeys.
7. Victimization of transport workers for membership of unions.
8. Legislation forbidding affiliation with international organizations.

Pacific Area

At the Zurich Congress of the I.T.F., the Australian Maritime Transport Council submitted a proposal calling for a conference of transport workers' organizations in the Pacific area. This was referred to the Executive Committee of the I.T.F. for further consideration.

The Executive Committee commissioned Bros. Jarman and Oldenbroek, when attending the International Maritime Conference in Seattle, to discuss the matter with Mr. J. A. Tudehope, Secretary of the Australian Maritime Transport Council, who was also expected to attend that conference. At Seattle a meeting duly took place with Mr. Tudehope, Messrs. Becu, Jarman and Oldenbroek being present on behalf of the I.T.F.

Mr. Tudehope explained that he desired the transport workers' unions of Australia and New Zealand to co-operate more closely both among themselves and with the I.T.F. At present there was a tendency in his part of the world for unions to act without consulting those in other countries which might be thereby affected. He felt that the object could best be furthered by a conference on the lines of that which the I.T.F. had planned to hold in New Zealand in 1940, but which had to be called off owing to the outbreak of war. He himself had been in a position to make contacts with the I.T.F. and some of its affiliated unions, thanks to his attendance at International Labour Conferences and, as a substitute member, at sessions of the Joint Maritime Commission. But as far as other organizations in his country were concerned, they lacked experience of international trade union work. He therefore thought that the first step to take was to arrange a conference at a place accessible to as many as possible of the unions concerned. This he thought would do much good and would give an opportunity of discussing international trade union action.

When asked whether he thought the conference should be confined to Australia and New Zealand, Mr. Tudehope answered that he had indeed only thought of the Southern Pacific for the present. The Australian and New Zealand unions would, however, have the task of supporting trade unions already existing or yet to be brought into being in the many small territories of the Pacific, which were destined to play a part of increasing importance in the future. It was still uncertain what the precise position of the numerous island groups would be, but whatever it was the dockers and seamen would have to be organized there, and the fellow unions of Australia and New Zealand for geographical reasons had the task of giving a helping hand. Mr. Tudehope also referred to the increased interest which the United States was taking in the Pacific area and suggested that perhaps representatives should also be invited from there as well as from the Pacific coast of Latin America where transport workers' unions existed. As to the latter, he did not think that they would have a big contribution to make at this stage, seeing the position in their shipping industries. With regard to the United States it had to be borne in mind that there were two organizations in the field. As these were at loggerheads Mr. Tudehope felt that it would not be wise to invite both of them, so he thought that in the circumstances it would be best to confine the invitation to participate to the Maritime organizations affiliated with the I.T.F.

At its meeting in Stockholm in August 1946 the Executive Committee decided to accept Mr. Tudehope's proposal, and the Secretariat took in hand the necessary arrangements.

It was decided that the Conference should take place in Sydney, New South Wales, commencing on April 12, 1948, and the reception arrangements were entrusted to the Maritime Transport Council of Australia. Invitations were sent to all eligible transport workers' unions, both affiliated and unaffiliated, not only in Australia and New Zealand, but also in countries on the periphery of the Pacific, such as Indonesia, Malaya, India, Pakistan, the Philippines and China.

From the six last-mentioned countries no replies were received—no doubt they have at present urgent internal matters that call for all their attention—the response from Australia and New Zealand was at first very

satisfactory. The New Zealand Waterside Workers' Union (affiliated), N.Z. Engineers, Firemen and Cleaners' Association (affiliated) and the Australian Federated Union of Locomotive Enginemen (unaffiliated) wrote that they would gladly send representatives, while the N.Z. Amalgamated Society of Railway Servants and the N.Z. Transport Workers' Federation (both unaffiliated) expressed a desire to participate, but said that the date was not convenient. We also received a request for an invitation from the N.Z. Railway Tradesmen's Association, who were not on our list.

The Australian Waterside Workers' Federation and the Australian Railway Union (both unaffiliated) also responded favourably at first, but later gave us to understand that their assent was contingent on the existence of satisfactory relations between the I.T.F. and the W.F.T.U.

We learned later that, on the initiative of the Australian Tramway and Motor Omnibus Employees' Association, the Australian Council of Trade Unions had convened a meeting of Australian transport workers' unions to consider the question of participation in our Conference. It was reported to have been attended by the Australian Railways Union, Locomotive Enginemen, Transport Officers, Merchant Service Guild, Transport Workers' Union, Motor Transport Union, Tramway Employees' Association and the Waterside Workers' Federation, and to have decided that in view of the decisions of the General Council of the W.F.T.U. at Prague they would not be represented at the Conference until relations between the W.F.T.U. and the I.T.F. had been cleared up.

In the circumstances we considered it advisable to cancel the event for the present and reconsider it again when circumstances were more propitious to the double purpose of undertaking something that would be of value to the transport workers' organizations concerned and securing new affiliations to the I.T.F. in this part of the world.

Plan for an Asian Seafarers' Secretariat

At its meeting in London in November 1947 the General Council approved in principle, subject to further consideration by the Committee of the Seafarers' Section, a proposal to set up an Asian Seafarers' Secretariat of the I.T.F.

The proposal arose out of the encouraging experience the British National Union of Seamen had had with the work of Mr. George Reed in India, where he was detailed by the Union to act as adviser, for two years, with the All-India Seafarers' Federation. The experiment revealed that the Asian seafarers' organizations are all badly in need of such assistance as can be given to them by an experienced European trade-unionist, and that it is desirable that they should work in closer co-ordination, and with better knowledge of what each of them is doing.

The British National Union of Seamen, which is interested in the proposal, was prepared to cover a substantial share of the expenses involved. In their view the Secretariat should cover all Asiatic countries bordering on the Indian Ocean and the Pacific, including Indonesia and Japan.

It had been hoped that the matter might be discussed with an Indian representative at the meeting of the Seafarers' Sectional Committee held in Geneva on the occasion of the meeting of the Joint Maritime Commis-

ion of the I.L.O., which took place in December 1947. Unfortunately, however, neither Mr. Aftab Ali nor his deputy, Mr. Desai, turned up. The Sectional Committee meeting approved the idea in principle and several unions, including the Dutch Transport Workers' Union and the Seafarers' International Union of North America, promised to consider subsidizing the scheme for a period of two years. At the beginning of 1948 the Management Committee decided to put the scheme into effect.

REPRESENTATION OF THE I.T.F. AT CONFERENCES OF AFFILIATED ORGANIZATIONS AND OTHER MEETINGS

1946.

January 22	...	...	Amalgamation of Dutch Seamen's and Transportworkers' Unions, Rotterdam : Oldenbroek.
February 3...	...	...	Congress of Dutch Transport Workers' Union, The Hague : Oldenbroek.
February 3...	...	...	Funeral of Mrs. Lindley, Stockholm : Tofahrn.
February 6/22	...	...	Visit to Greece : Dorchain and Knight.
April 13	...	...	International Seamen's Meeting, Antwerp : Jarman and Oldenbroek.
April 25	...	...	Negotiations with World Federation of Trade Unions, Paris : Deakin, Garcias, Jarman, Lindley and Oldenbroek.
May 21/22	...	...	Railway Clerks' Association Conference, Hastings : Tofahrn.
May 28/30	...	...	Swiss Railwaymen's Federation Congress, Montreux : Tofahrn.
June 6/29	...	...	I.L.O. Maritime Labour Conference, Seattle : Oldenbroek.
June 19/20	...	...	Danish Railwaymen's Union Congress, Nykobing : Tofahrn.
August 1/2	...	...	Rhine Navigation Workers' Conference, Basle : Oldenbroek.
August 26/27	...	...	North Sea and Channel Ports Dockers' Conference, Antwerp : Oldenbroek.
August 28/30	...	...	European Dockers' Conference, Antwerp : Oldenbroek.
September 18 to November 1	...	...	Visit to U.S. Railway Brotherhoods : Joustra, Dorchain and Tofahrn.
December 6/7	...	...	Rhine Navigation Workers' Committee, Strasbourg : Oldenbroek.
December 10/12	...	...	W.F.T.U./I.T.S. Joint Conference, Paris : Christiansson, Jarman vice Benstead and Oldenbroek.
December 21	...	...	25th Anniversary of appointment of J. van der Meulen and R. Laan as officials of Dutch Transport Workers' Union : Joustra.

1947.

January 6/8	...	...	W.F.T.U. Conference on Coal : Garcias and Tofahrn.
January 8	...	...	50th Anniversary of Danish Transport Workers' Union : Christiansson.
February 3/11	...	...	Delegation of Dockers' and Seamen's representatives to Germany : Oldenbroek.
March 7/8	...	...	Delegation to I.L.O., Geneva, regarding Rhine Shipping : Oldenbroek.
March 25/28	...	...	International Railwaymen's Conference, Brussels : Oldenbroek (March 25) and Tofahrn (March 25/28).
April 26	...	...	Austrian Railwaymen's Congress, Vienna : Tofahrn.
May 4/6	...	...	Danish Seamen's Union Jubilee Congress, Copenhagen : Jarman.
May 5/10	...	...	Railway Clerks' Association Jubilee Conference, Torquay : G. Joustra, vice Oldenbroek. He presented an inscribed clock for the General Secretary's office.
May 6/16	...	...	I.L.O. Inland Transport Committee, Geneva : Oldenbroek and Tofahrn.
May 18	...	...	Luxembourg Railwaymen's Union Delegate Meeting : Becu.
May 19	...	...	E.C.I.T.O. Meeting, The Hague : Tofahrn.
May 19/20	...	...	Seafarers' Sectional Committee, London : Oldenbroek.
May 29/30	...	...	Dutch Railwaymen's and Tramwaymen's Union Congress, Utrecht : Tofahrn.
June 4	...	...	Funeral of Charles Jarman : Oldenbroek.
June 4/7	...	...	Transport Experts' Conference of Economic Committee for Europe, Geneva : Tofahrn.
June 6/7	...	...	International Fishermen's Conference, Hull : Oldenbroek.
June 30/July 1	...	...	Scandinavian Transport Workers' Conference, Copenhagen : Oldenbroek.
July 8/9	...	...	Central Rhine Commission, The Hague : Oldenbroek.
July 7/19	...	...	National Union of Railwaymen's Conference, Ayr : Bratschi.
July 19	...	...	Farewell party for L. Veenstra, President Dutch Mercantile Marine Officers' Union Rotterdam : Oldenbroek.
August 10/17	...	...	Swedish Transport Workers' Union Jubilee Congress, Stockholm : Joustra. He presented a picture for their President's office.
August 12/13	...	...	Scandinavian Seamen's Conference, Oslo : Oldenbroek.

August 31	...	...	50th Anniversary of Danish Firemen's Union: Laursen.
September 10/15	...	...	Danish Transport and General Workers' Union Conference, Copenhagen : Knight vice Yates prevented.
September 10/13	...	...	Visit to Canadian Brotherhood of Railway Employees, Ottawa, Toronto and Montreal: Tofahrn.
September 18 to October 15	...	...	European Railwaymen's Delegation to U.S.A. : Oldenbroek and Tofahrn.
November 20/23	...	...	Norwegian Railwaymen's Union Congress, Oslo : Tofahrn.
December 13	...	...	Dutch Ships Officers' Union Conference, Rotterdam : Oldenbroek.

PERSONALIA

V. Brodecky, the former leader of the Czechoslovak Railwaymen and for many years member of the I.T.F. General Council, wishes to be remembered to his friends in the I.T.F. He is 74. The ill-treatment he underwent at the hands of the Gestapo has left grievous traces. He was overjoyed when in April 1947 the Assistant General Secretary of the I.T.F. paid him a visit.

J. Doering was for many years German member of the Executive Committee and General Council of the I.T.F. He is now 84 years of age, and the General Secretary of the I.T.F. paid him a visit when the I.T.F. delegation was in Hamburg in February 1947.

S. Jensen, the President of the Danish Locomotivemen's Union, retired after the Union's Congress on May 20 and 21 1947 on reaching the age of 65, and after having been for 18 years a leader of his Union. He is succeeded by E. Greve Petersen.

A. Kievit, President of the Dutch Transport Workers' Union, retired in May 1947 on reaching the age of 65. His successor in office is R. Laan, Sr.

N. Martensson, the Treasurer of the Swedish Transport Workers' Union, retired in October 1947, having reached the age of 60. His successor in office is R. Melander.

J. Smeykal, the former Chairman of the Austrian Railwaymen's Union, celebrated on June 13, 1947, his 70th birthday. He sends greetings to all old comrades with whom he was associated in the I.T.F.

L. Veenstra laid down the chairmanship of the Dutch Mercantile Marine Officers' Union on July 1, 1947. He reached pensionable age two years earlier, but was asked to continue the work for the time being. He has been succeeded by P. de Vries.

T. Yates, Assistant General Secretary for the Catering Section of the British National Union of Seamen, was appointed Acting General Secretary of the Union in succession to C. Jarman.

Mr. Yates has since been elected General Secretary.

OBITUARY

Gottfried Beck, President of the Swiss Railwaymen's Federation, died on April 29, 1946 at the age of 72, after a long illness. He had a record of over thirty years' service for his organization.

Eugene Jaccoud, Assistant General Secretary of the French Transport Workers' Federation, died on February 26, 1947, at the age of 69 years. Mr. Jaccoud was the General Secretary of his Federation up to November 1945 when he was superseded by Mr. Garcias. He was at all times a loyal supporter of the I.T.F.

Charles Jarman, General Secretary of the National Union of Seamen of Great Britain, died on May 30, 1947. He was a member of the Management Committee of the I.T.F. from 1941, when he was appointed by the British Section of the I.T.F. to succeed Mr. W. R. Spence.

His early death was a grievous shock to all those who were associated with him in the national and international trade union work, and it means a heavy loss. The Secretaries and members of the staff of the I.T.F. will remember him as a devoted and diligent co-worker for our common cause and as a most kind-hearted comrade.

Pierre Krier, Luxembourg Minister of Labour and at one time a locomotive driver and prominent leader of the Luxembourg Railwaymen's Union, died on January 18, 1947. Mr. Krier rendered great services to the I.T.F., particularly in assisting I.T.F. exiles.

Ruedi Meier, one of the secretaries of the Swiss Transport Workers' Union and a member of the committee which made the arrangements for our Zurich Congress, died in January 1947.

Axel Olsson, President of the Danish Transport and General Workers' Union, died on June 19, 1947, after three days' illness. For the greater part of his life he had been the life and soul of his organization. He was devoted to internationalist ideals and gave the I.T.F. always his unstinted support.

Various Interventions and Activities

Belgium—Unloading of Locomotives in Antwerp

An American shipping company applied in January 1947 to the Seafarers' International Union of North America for the engagement of additional men on board ships carrying locomotives to Europe, as apparently difficulties had occurred in European ports owing to alleged inexperience of the dockers with this kind of load. Before agreeing the Union asked the I.T.F. to secure the consent of the Antwerp Dockers' branch of the Belgian Transport Workers' Union. The consent was given.

Egypt—Dismissal of Trade Unionists

On October 22, 1947, Mr. Zein el Din, President of the General Union of Motor Drivers of Cairo, cabled to the I.T.F. as follows :—

“ Representative of Royal Dutch Airlines in Egypt issued order today dismissing all motor drivers, only reason they are all members of my union with which he was compelled by law to sign collective agreement. Please help.”

The following reply was cabled on October 23 :—

“ Learn with concern attitude K.L.M. representative and promise full support. Will approach K.L.M. head office and feel sure they will not uphold any denial industrial rights. Advise you visit agent show this cable and emphasize possible grave repercussions. Earnestly desire early amicable settlement. Oldenbroek.”

At the same time, a letter was sent to the headquarters of the K.L.M. (Royal Dutch Airlines Company) requesting them to withdraw the dismissal notices and to seek an amicable settlement with the trade union of all differences that might exist or arise. We further requested the Dutch Transport Workers' Union to approach the K.L.M. According to the information given to the Dutch Union, Mr. Zein el Din's protest rests upon a misunderstanding. Owing to restrictions imposed on travel via Egypt on account of the cholera epidemic, the K.L.M. said it had been compelled to close down its Cairo establishment and recall all its European staff with the exception of only a few persons. The Egyptian motor drivers were dismissed because the Company had no work for them. The K.L.M. staff officer at headquarters stated emphatically that the Company does not indulge in anti-union action.

The latest development was a letter dated November 4, from the headquarters of the K.L.M. to say that according to their agent in Cairo the dispute had been settled, with the co-operation of the Egyptian Labour Department, in a manner satisfactory to both parties.

Finland—Engagement of Seamen by Foreign Ships

The Finnish Seamen's Union informed us that it is a frequent occurrence in Finnish ports that foreign ships sign on men without making use of the official shipping offices. There is a suspicion that this is done for the purpose of helping Finnish and other nazis to make a getaway. The

matter was dealt with by the Seafarers' Sectional Committee, which advised all seamen's unions to take steps to ensure that all foreign ships calling at Finnish ports enrol men only through the official shipping offices, where the Finnish Seamen's Union is in a position to see that only genuine seamen are signed on.

France—Seamen Killed in Texas Disaster

A French ship blew up recently when fire destroyed oil refineries and stores in Galveston and Houston (Texas), and the crew of 35 were killed. It appears that the families of these men can claim compensation. Our New York Office has contacted one of the solicitors dealing with these claims and has lodged a claim on behalf of the French Seamen's Federation for compensation to the survivors of the victims of this disaster. Mr. Dorchain felt he had to act quickly and therefore put in the claim in the expectation that this action would be ratified by the French Seamen's Federation.

The French Seamen's Provident Fund, which has to pay widows' and orphans' pensions is a State Fund and the French Government do not intend to claim damages. The French Seamen's Federation do not consider themselves bound to adopt the same attitude and therefore agreed that Mr. Dorchain continue to collect information enabling them to decide whether compensation should be claimed—on the understanding, however, that the solicitor should be entitled to a fee only in case of success.

Germany—Abolition of Seamen's Employment Bureau

Mr. H. Davidsen, the leader of the Seamen's Section of the Transport and Public Services Union in Hamburg, reported in November 1947 that endeavours were being made to abolish the Seamen's employment bureaux in German ports and transfer their activities to the ordinary Labour Exchange. He was perturbed by the proposal, and asked for our advice. We took up the view that the seamen's employment bureau should be maintained, and promised our support in the Union's opposition to the change.

I.T.F. Delegation to Germany, February 3 to 9, 1947

The idea of sending an I.T.F. delegation to study conditions in Germany was first raised at the European Dockers' Conference of the I.T.F. held at Antwerp in August 1946. German observers at the Conference had complained of the plight of the German dockers, and the Conference was desirous of championing any section of workers not receiving a fair deal, and was also conscious that low labour standards in Germany would be a threat to standards elsewhere. The Conference also considered the very old question of the competition between North Sea ports, and heard criticism of the tendency of the Allied occupation authorities to use Hamburg and other German ports in preference to those of other countries of North Western Europe. It was felt, however, that I.T.F. policy should be based on accurate first hand information, and it was decided to ask the Management Committee to send a delegation to Germany to get it.

Two months later the I.T.F. International Seafarers' Conference in London also raised the question of the danger of low labour standards in

Germany, with particular reference to the realization of the purpose of the International Seafarers' Charter, and the sending of a delegation to Germany was again proposed.

The Management Committee acceded to the two requests, and affiliated dockers' and seamen's unions directly interested were invited to appoint delegates. Those appointed were J. Donovan (British dockers), C. Jarman (British seamen), L. Major and O. Becu (Belgian dockers and seafarers), A. Kievit (Dutch dockers), L. Veenstra (Dutch seafarers), Th. Laursen (Danish seafarers) and J. H. Oldenbroek (General Secretary, I.T.F.).

The Delegation was in Germany from February 3 to 9, 1947 and visited Bielefeld, Hamburg and Bremen. Bielefeld was at that time an important centre of trade union activities, and the Delegation had an opportunity of discussing trade union matters there with, among others, our old friends, Hans Jahn and A. Kummernuss, leaders of the railwaymen's and transport workers' unions, Walter Auerbach, formerly on the staff of the I.T.F. and at present attached to the German Central Office for Labour in the British Zone, and the Industrial Relations Officer and other officers of the Manpower Division of the Control Commission for Germany.

It transpired that good progress was being made with the reconstruction of the trade unions, though the work was much hampered by material conditions and shortages. The assurance was given that only comrades who had proved their worth in the anti-Nazi struggle were holding positions of trust in the trade unions. There has been some criticism, both inside and outside of Germany, of the policy followed by the Allied authorities in trade union matters, of allowing trade-unionism to develop first of all on local lines, and later on a widening scale up to the zonal level. The Delegation did not associate itself with this criticism, as it considered that the method followed helped by encouraging the local people to engage in active trade union work, to avoid the tendency to over-centralization which was probably one of the causes of the failure of the trade union movement to put up more adequate resistance to Hitler. The necessity of proceeding in stages forced those who set to work locally to start with the foundations and saved them from trying to build the upper stories before the lower ones were ready.

The Delegation was very much impressed by the destruction caused by the war in both material and moral values, and the difficulties to be overcome, but considered that the German people could have done more, by hard work, to find their own way out of their difficulties. They had fallen into a vicious circle where the shortage of all necessities sapped their vitality and prevented them from putting forward the energy to apply themselves to the task of reconstruction, and this was aggravated by a tendency to self-pity.

The Delegation went thoroughly into the question of the diversion to Hamburg and Bremen of traffic that before the war was routed through Antwerp and Rotterdam. It appeared that this traffic consisted at the moment largely of supplies for the armies of occupation, and that the main reason for using German ports where possible was to economize in foreign exchange and avoid inflating the costs of occupation. The Delegation considered that this policy hampered the revival of international

trade, and that its advantages were outweighed by the consequent over-taxing of the German railways in their present dilapidated condition.

The Delegation recommended the establishment in the German dock industry of decasualization schemes similar to those in force in their countries.

The Delegation found a keen desire that German seamen should be enabled to take up their calling as early as possible. On raising the matter with the British occupation authorities it was learned that though German ships were lying idle, they had not been used to relieve the pressure on British shipping lest British dockers and seafarers should react unfavourably. The Delegation was able to dispel this apprehension, and as a result it was announced that four German ships manned with German crews would be used to carry cargoes from Britain to Germany.

The findings and conclusions of the Delegation, were embodied in a richly documented sixty-page report which was sent to affiliated organizations.

Greece—Maritime Labour Troubles—Manning of Greek Ships

Greek seafarers frequently have difficulties in foreign ports with Greek shipowners and then apply to the I.T.F. for help. The real trouble is lack of adequate machinery for dealing with disputes arising on board. The Secretariat took up a case where men complained of the non-payment of a long service bonus provided for in the agreement governing their conditions of employment, and non-payment of compensation to a crew displaced as a result of a change in the ownership of the ship. The Greek Embassy in London and the Greek Port Officer were both approached with the result that the Greek Minister of Mercantile Marine continued for a few months his recognition of the Federation of Greek Maritime Unions. In September 1947 recognition was withdrawn in favour of the Pan-Hellenic Seafarers' Federation exclusively and our protest was fruitless.

It is obvious that political antagonisms play a role in Greek maritime labour troubles. The representative in Great Britain of the Federation of Greek Maritime Unions asked the I.T.F. to issue a circular to affiliated seafarers' unions requesting them to instruct their members not to sign on in Greek ships as there were some 10,000 Greek seamen unemployed and the shipowners were engaging foreign seamen in order to undermine the Federation's influence.

The Management Committee felt that it could not accede to this request as there was a vital principle at stake, viz., the right of a seaman to seek employment on foreign vessels. Particularly when such vessels are short of hands in foreign ports the master should be entitled to engage seamen of other nationalities and the owners cannot be expected to send men to the four corners of the earth in order to complete a crew. The Management Committee was further assured that in a number of cases Greek seamen in foreign ports had refused, without sufficient reason, to sign on in Greek ships, which would be liable to become paralysed as a consequence. In view of these and other considerations, the Management Committee saw no reason for adopting the policy suggested by the Federation of Greek Maritime Unions, and decided to refer the matter to the Seafarers' Section of the I.T.F. with a recommendation that the Federation's proposal be turned down.

The Seafarers' Committee endorsed the view of the M.C. that Greek shipowners could not be expected to send seamen from the home country to foreign ports to replace Greek seamen unable to work owing to illness or the like, nor to replace Greek seamen who had no plausible reason for refusing to sign on in a foreign port. In these cases foreign seamen must remain free to sign on, provided they do not undercut existing agreements. The Greek Federation raised a point hitherto not discussed, viz., the manning of new ships bought in America. The Seafarers' Committee upheld their claim to the right to man these ships with Greek seamen, even if they should have to be brought from the home country to a U.S. port.

The Situation in Greece

Before the Metaxas regime began in 1936, Greek railwaymen, seamen and dockers were affiliated with the I.T.F.

We have reinstated the railwaymen's and docker's organizations which were constituted as their successors after Greece's liberation and admitted the Road Transport Workers' Federation as a new member.

The seamen are split into two organizations both of which claim recognition by the I.T.F. We have urged them to amalgamate and sent two mediators (Messrs. P. Knight of the British National Union of Seamen, and W. Dorchain, Manager of the I.T.F. office in New York) to Greece, but unity was not achieved.

Ever since Greece's liberation there has been strife in the Greek trade union movement, several political factions striving to secure control and successive governments varying in their attitude towards them. The British T.U.C. has taken a great interest in the Greek trade union movement and has made great efforts to help it to establish itself on a democratic basis. Success seems to have been only temporary. Agreements made while mediators were on the spot were violated by right or left, and often right and left, as soon as the mediators had gone home.

The I.T.F. has received, and continues to receive protests from Greece. The Communist trade union officials protested to us several times in 1946 and 1947 against the attitude and actions of the public authorities. The charges against the authorities included administrative quibbling, victimization of union members and office bearers ; aiding and abetting fascist bands which terrorize and even murder union members—particularly railwaymen ; arbitrary arrests of members and leaders ; ill-treatment at the hands of members of the police force, raiding of trade union offices ; and withholding of funds which are the legal property of trade unions. The most recent protests refer to the imprisonment or deportation to the island of Icaria of leading personalities in all transport workers' trade unions and to the concentration-camp-like treatment of the prisoners and exiles.

On receipt of several such protests, we made representations to the Greek Government, asking for the right of association of workers in trade unions to be respected. When the Government replied at all, it gave a different version of the facts and stated that the men arrested were guilty of using violence against the State. In each case it was quite impossible for the I.T.F. to ascertain the truth and the rights and wrongs of the trade union officials' or the authorities' point of view.

On July 9, 1947 the Greek Government carried out mass arrests of political opponents. We received from Greece a cable signed by the Secretary of the Federation of Greek Maritime Unions (founded during the war in Great Britain) informing us of the arrest of five leaders of seafarers' organizations, and another from the spokesmen of Greek crews afloat on the Atlantic.

A letter was sent on July 17 to the Greek Ambassador in London pointing out that the action of the Greek Government had crippled these organizations, voicing our suspicion that the political troubles served as a cloak for an endeavour to destroy the trade unions, and protesting against the arrests.

Meanwhile we were informed by a letter from Greece that 80 railwaymen had been arrested, among them most of the leading figures of the Railwaymen's Federation. The Executive Committee of the organization was said to have been replaced by a Government-appointed body. On July 30 we sent a telegram to the Greek Prime Minister protesting against this flagrant attack on the freedom of association and demanding that the union leaders be set at liberty forthwith and allowed to resume their trade union functions. No reply was received.

On August 9, after consultation with Mr. Tewson, General Secretary of the British T.U.C., we invited George Lascaris, the old leader of the Railwaymen's Federation and at present member of the elected Federation Committee of the Greek Confederation of Labour, to join the delegation of European railwaymen visiting the U.K. He accepted the invitation, but the Greek Federation of Labour, of which he is a full-time official, impressed upon him that he could not be spared for several consecutive weeks and he informed us that he was unable to leave the country.

* * *

On September 22, 1947, we received the first report from a non-communist source, the new Executive Committee of the Railwaymen's Federation. Some members of this new Executive had already wired to the International Railwaymen's Conference held in Brussels in March 1947 to the effect that Mr. Mariolis, the Communist General Secretary of the Federation, was irregularly appointed delegate to the Conference and therefore could not claim the right to speak on behalf of the Greek Railwaymen. As Mr. Mariolis did not attend, his passport having been withheld, the matter was not investigated. The new Executive gives a version of developments within the organization since February, 1946, according to which Mariolis and his associates have been holding office illegally since July 1946. All other means failing to make Mariolis obey the Federation's rules, the non-communist groups finally brought the matter before a court of law. By its judgment of July 16, 1947, the Court set up a provisional Executive with instructions to call a general delegate meeting in accordance with the Federation's rules, and give that meeting an opportunity to elect a regular Executive Committee. This meeting took place on August 31 and September 1 and 2, 1947, and elected a new Executive and a new general secretary, Mr. S. Dimitracopoulos.

The General Delegate meeting amended the rules of the Federation, adding a clause forbidding members of the Federation's Executive to belong to the governing or executive bodies of any political party or to

exercise a political public function. On becoming candidate for a political party or public office, including honorary offices, a member ceases to belong to the Federation Executive.

Under non-communist leadership the Federation is now sending us strong protests against "criminal attacks on railway workers perpetrated by criminal Communist bands." According to a telegram of November 3, 1947, Communist bands had "executed" on the open line the locomotive driver, fireman and the guard of a goods train.

The organization also communicated to us protests they have sent to the W.F.T.U. on the same subject. On September 30, 1947, they gave the names of seven permanent way men killed and five wounded on the Athens-Salonika line, which is under reconstruction. They ask the I.T.F. "to interest itself in the intolerable situation created by the attitude of the W.F.T.U. with regard to these attacks on railway workers." The "intolerable situation" results from the fact that the Communist leader Theos, who is "placed under the protection and personal guidance of the General Secretary of the W.F.T.U., approves the assassination of railway workers and justifies these crimes as necessary to the victory of the rebels." The Federation says that the rebels are not "patriots" as the "international slavo-communist propaganda" wants the world to believe, but are part of a "camouflaged" movement which has its roots outside Greece.

They asked the W.F.T.U. to revise its attitude towards Communist trade unionists in Greece. Failing that the W.F.T.U. would continue to be held morally responsible for criminal attacks on railwaymen.

From subsequent enquiries we have made it appears that as a result of intervention by the judicial authorities the organization has fallen into the hands of an Executive that was not democratically elected.

The Management Committee and Executive Committee discussed the situation in Greece on numerous occasions and felt that it would take a considerable time to live down the memory of the oppression exercised and the atrocities committed, and that very little could be done from outside to improve the situation. They therefore came to the conclusion that it would be a long time before anything like normal conditions could be expected to prevail in this unhappy country.

Holland—Loan to Dutch Railwaymen's Union

The Dutch Railwaymen's Union applied in November 1946 to the I.T.F. for assistance in securing a loan of U.S. \$100,000 (to be guaranteed by the Dutch State Railways) for the purchase of clothes and footwear for Dutch railwaymen. The I.T.F. office in New York discussed the matter with several railway brotherhoods, but most of these organizations were debarred by their rules from investing their funds abroad. The International Ladies Garment Workers' Union declared itself prepared to underwrite the whole of the loan provided the Netherlands Government was guarantor. The Brotherhood of Railway Clerks underwrote 10,000 dollars. Both loans were duly granted free of interest and repayable in 1951. Consignments of clothes and footwear arrived in Holland in the Spring of 1947.

Difficulties of Dutch Whalers in South Africa

Mr. George Noble, international seafarers' representative in Cape Town, reported in January 1947 that the seamen engaged on board Dutch whalers on expeditions into the Antarctic had arrived in South Africa insufficiently equipped with warm clothing. They had sailed apparently with a promise that these would be supplied in Cape Town. Instead they were given £5, a quite inadequate sum. Mr. Noble secured assistance from the Merchant Navy Comforts Fund in Cape Town. The situation was reported to the Dutch Transport Workers' Union in order to ensure that on their way home from the whaling expedition the men should be provided in Cape Town with money sufficient for the purchase of clothing. The Union was also informed of the anti-union attitude of the Cape Town agent of the Dutch whaling company.

Iceland

On December 9 we received an enquiry from the Icelandic Federation of Trade Unions as to whether the I.T.F. would be able and willing, in case of need, to stop Icelandic fishing vessels from discharging in British ports. They gave us to understand that they anticipated a dispute in which such help would be required.

Their enquiry caused us some surprise, as the Sailors' and Fishermen's Union of Iceland is affiliated to the I.T.F., but had not approached us on the subject. We got in touch with it and were informed that it was not engaged in any dispute whatsoever, nor was likely to be in the near future. There were, however, reasons to suspect that the leaders of the Icelandic Federation of Trade Unions, which was under Communist control, might have political reasons for wanting a stoppage in the fishing industry, which is one of the economic mainstays of the country, and might be planning to use their influence to this end with a number of small local fishermen's organizations not affiliated with the I.T.F.

We accordingly informed the Icelandic Federation of Trade Unions that assistance of the kind sought could only be given at the request of an affiliated union organizing the group of workers concerned.

Indonesia

On July 20, 1947, the Dutch Government ordered recourse to arms in Indonesia.

On July 21, the Dutch Federation of Trade Unions adopted a resolution declaring that it was the duty of the two Governments concerned to endeavour to stop the armed conflict as speedily as possible. The resolution said further that a political coercive strike would play into the hands of reactionary forces in Holland and thus jeopardize the implementation of the Linggadjati agreement concluded between the two Governments. Consequently it called upon Dutch workers not to strike either on their own initiative or in response to appeals from organizations or persons.

As a result strikes called by the Communist Party and the Communist-controlled trade union federation (E.V.C.) were utter failures. Only unemployed dockers paraded in strike movements called by those two bodies.

On July 25, the I.T.F. received a cable from Australia reading as follows :—

“ Australian dockers and seamen boycott all Dutch shipping call upon dock workers and seamen throughout the world follow example heroic boycott imposed Dutch dockers and seamen to aid Republic Indonesia against treacherous Dutch imperialist aggression. Reach Australian Waterside Workers.”

From the text of this message and other evidence it appeared that it had been addressed to national organizations of transport workers.

The telegram was communicated to our affiliated organization in Australia (Maritime Transport Council) with the comment that only affiliated organizations had any real right to invite the I.T.F. to take action.

Meanwhile, the Dutch Transport Workers' Union asked the I.T.F. not to respond to or support appeals for strike action against the Dutch Government, on the ground that it would harm the Dutch working class. On the other hand, the Maritime Union of India (Ships' Officers) instructed all their members “ to refuse to handle ships with war equipment destined for use against the Republic of Indonesia.” The Singapore Federation of Trade Unions condemned the action of the Dutch Government and seems to be responsible for the creation of a “ Committee of Waterside Workers in aid of Indonesian Resistance ” which issued an appeal to the “ Seamen and Dockers of England ” asking them to boycott Dutch ships carrying troops and ammunition to Indonesia.

While it was evident that the outbreak of armed conflict made a painful impression on the world at large, no other approaches were made to stir the I.T.F. into action. Intentions to bring the matter before the I.T.F. were probably checked by calls for and the eventual proclamation of a truce.

The truce occurred while the Secretariat was engaged in preparing a conference in London with the leaders of the Dutch Transport Workers' Union and the Management Committee. The Conference therefore did not take place.

Kenya and Uganda Railway Asian Union's Demands

This Union is engaged in protracted discussions with the Administration of the Kenya Government Railways over the revision of wages and other conditions of service. They have supplied us with ample documentation and at our request the Railway Clerks' Association of Great Britain has asked its member, Mr. Mathers, M.P., to take a sympathetic interest in their case and to intervene on their behalf with the Colonial Office. A Commission of Enquiry of the British Government was due to proceed to Kenya in March 1947 to investigate the conditions of all Government employees, and it was also to consider the claims submitted by the Kenya and Uganda Railway Asian Union. We advised the Union to seek the assistance of the new Labour and Trade Union Adviser to the Kenya Government, who was formerly an active member of the British Railway Clerks' Association.

Resolution on Mexican Tramways

The Zurich Congress resolution on the struggle of the Mexican tramway-

men and the nationalization of the tramways of Mexico City was communicated to the Ambassador of Mexico in London and to the organization.

St. Lucia

In September 1947 the St. Lucia Seamen's and Waterfront Workers' Union asked for our assistance on behalf of the crew of a cable ship belonging to Cable and Wireless, Ltd., that had been laid up. The Company had promised ex gratia payments to men with long service records, but there had been delay in effecting the settlement, causing hardship to the men concerned.

We had an interview with the Company's staff manager in London, and learned that the delay was due to the prospect of the putting into service of a new cable ship in the near future, when some of the men concerned would be offered the opportunity of re-employment, with a rejoining bonus, and the ex-gratia payment would be made to those not accepting the offer.

We drew attention to the hardship that was being suffered, and it was agreed that pending the final settlement in the manner prescribed an immediate payment of one month's wages would be made to the men concerned, eight in number.

Franco Spain

At its annual conference on July 1 to 3, 1946, the Scandinavian Transport Workers' Federation adopted a resolution asking the I.T.F. and the W.F.T.U. to impose an international blockade of Franco Spain, and appealing to British, American and Russian transport workers' organizations to use their influence to get their governments to stop all transport to that country.

The Executive Committee of the I.T.F. considered this at its meeting in Stockholm on August 12, 1946, but felt that it could not go beyond the resolution on the question of Franco Spain adopted at the Zurich Congress.

The matter came up again on February 13, 1947, when the I.T.F. was informed by the Norwegian Seamen's Union that Franco's Government had threatened to forbid Norwegian ships entry to Spanish ports, in retaliation for a refusal of the Norwegian dockers to handle cargoes to and from Spain, Norway's failure to conclude a trade agreement and to receive a chargé d'affaires and the Norwegian attitude at the United Nations Conference.

On February 17 the Management Committee of the I.T.F. issued a communique to the press declaring that any such action by Franco's government would meet with effective counter-action by the unions affiliated to the I.T.F. I.T.F. seafarers' and dockers' organizations were circularized on the matter and informed that a Joint Dockers' and Seafarers' Conference would be called immediately it became apparent that Franco meant to carry out the threat.

The press communique caused some stir internationally, and in reply to an enquiry from the British Foreign Office the British National Union of Seamen declared that it would take an active part in anything the I.T.F. might decide to do in defence of an affiliated union attacked by Franco Spain.

On February 24, the Press Attaché of the Spanish Embassy in London issued a denial that the Franco Government had threatened to ban Norwegian shops, and the next day the denial was confirmed by telephone to the Norwegian Embassy.

On February 24, Konrad Nordahl, President of the Norwegian Federation of Trade Unions, and Ingvald Haugen, President of the Norwegian Seamen's Union, arrived in London in connection with this affair, and were given assurances by Messrs. Deakin and Jarman, of the Transport and General Workers' Union and the National Union of Seamen, that effective action would be taken against Franco if the threat were carried out. The leaders of the French Seamen's Federation, whom they also met, took another point of view, expressing surprise that the Norwegians should wish to sail to Spanish ports and pointing out that shipping between France and Spain had been practically suspended since 1936. They were not prepared to take part in the proposed international conference.

On March 7, 1947, the Norwegian Seamen's Union wrote to the I.T.F. expressing satisfaction that the organizations affiliated to the I.T.F. were prepared to hit back at Franco.

At the Conference of the Scandinavian Transport Workers' Federation on June 30 and July 1, 1947, some disappointment was expressed that the I.T.F. had not declared a boycott of Franco Spain. Many trade-unionists in Scandinavia blamed the W.F.T.U. for having missed the opportunity. The French C.G.T. was also criticized for having issued invitations to other national trade union federations to join in their boycott against Spain instead of placing the problem fairly and squarely before the W.F.T.U. The Congress also took exception to the fact that all sorts of Spanish refugee organizations whose credentials cannot be verified issue appeals for boycotts and thus accentuate the confusion.

The I.T.F. delegate to the Conference explained that within the I.T.F. opinions were divided as to the efficacy of a boycott, there being reason to believe that it might strengthen the regime and weaken resistance inside Spain ; that it might not have the desired economic effect within reasonable time, as some governments, that of Argentina, for instance, would support Franco ; and that the I.T.F. could not be expected to act alone without support from the labour movement in general.

Swedish Mates' Dispute

In 1947 the Swedish Navigating Officers' Union contemplated a strike of its members, but there seems to have been an element of bluff in its tactics. One such piece of bluff was a public statement that the Union was assured of the I.T.F.'s support, and another that the British, Belgian and Dutch transport workers' unions would refuse to handle ships carrying strike-breakers. The Union had not previously approached the I.T.F., to which it is not affiliated. None of the three transport workers' unions mentioned had been consulted or had given any undertaking. To a request for assistance the Belgian Transport Workers' Union and the British Navigating and Engineers' Officers' Union had replied that the Union must address itself to the I.T.F.

The Seafarers' Committee dealt with the matter and instructed the Secretariat to write a suitable letter to the Union concerned taking exception to such tactics.

The strike was called off when the Swedish Government threatened to settle working conditions by decree if the disputing parties did not reach agreement.

Strike in Trinidad Port

The Trinidad and Tobago Seamen's and Waterfront Workers' Union launched in November 1946 a strike of its members in Port-of-Spain, apparently in breach of their collective agreement. From evidence supplied, however, it would seem that the employers and the Labour Department of the Trinidad Government also had their share of responsibility. Troops were used to assure the unloading of food, while the employers succeeded in recruiting an appreciable number of strike-breakers. After negotiations with the Government, and undoubtedly influenced by our advice, the Union called off the strike, whereupon the troops were withdrawn. The strike-breakers, however, were not dismissed.

A number of strike-breakers are members of a rival union, the genuineness of which is hotly disputed. The Administration asked the Seamen's and Waterfront Workers' Union to submit a list of its members before it was prepared to negotiate. We advised the union to counter the move with a proposal for a referendum among the dockers in order to ascertain by which organization they wish to be represented.

The I.T.F. Secretariat exchanged correspondence with the British Colonial Office and an interview also took place. Later the Colonial Office decided to send an enquirer, and appointed for the purpose Mr. Fred Dalley, former Chief Assistant Secretary of the R.C.A. We sought contact with Mr. Dalley and informed him of all the facts that had come to our knowledge. We further established contact between him and Mr. Landeau, a Trinidadian trade unionist who spent several months in Great Britain after attending the meeting of the I.L.O. Industrial Committee for the Building Industry. Our Union in Trinidad was also advised to explain its difficulties to Mr. Dalley.

Mr. Dalley's visit to Trinidad was much appreciated by our Union over there. He was able to give them valuable advice and to improve industrial relations.

Strike Threat of United States Seamen

On June 6 we received a communication from the World Federation of Trade Unions reading as follows :—

“ For the purpose of informing the I.T.F. of the position taken up by the World Federation of Trade Unions with regard to the possible dispute of seamen and dockers we forward enclosed copy of a letter addressed to the National Trade Union Centres of Europe.”

In the letter to the European Trade Union Centres the General Secretary of the W.F.T.U. stated that he had received a cable from Messrs. Curran and Bridges of the maritime federation affiliated with the C.I.O. He invited the T.U.C's to consider the appeal with great attention. In his view the objects of a possible strike could be secured speedily if the seamen and dockers affiliated with the World Federation supported the action of their American comrades, particularly in the big European ports. But he also drew attention to the fact that such a strike would have repercussions on the food supply of Europe. He invited the T.U.C's to

consult with their seamen's and dockers' organizations and inform the W.F.T.U. of their decisions.

The Belgian Trade Union Centre submitted the question to the Belgian Transport Workers' Union with the remark that it was puzzling that neither the appeal of Messrs. Curran and Bridges nor the letter of the W.F.T.U. to the National Trade Union Centres mentioned the I.T.F. which appeared to them to be the organization most competent to deal with the case.

The question of support for the National Maritime Union and the Longshoremen and Warehousemen's Union of San Francisco, as well as the Canadian Seamen's Union—who were at that time striking for the introduction of the eight hour day on the Great Lakes—was discussed twice by the Workers' Group at the Seattle Conference in June 1946.

In view of the fact that the two American unions had never approached the I.T.F. the feeling in the Workers' Group was that the question of any action to be taken in the event of a strike was not one for the Workers' Group to consider, nor for the many Delegates and Advisers present from unions affiliated with the I.T.F. Moreover, those representatives of the N.M.U. who took part in the deliberations were very poorly informed about the situation, being unable, for instance, to say whether the appeal for support which had been cabled to the W.F.T.U. had the approval of the C.I.O.* Nor could they give any indication as to the probable extent of the strike if it broke out. The press had said that the unions had decided not to strike on ships carrying supplies to the American Occupation Forces or food for relief purposes. But apart from these considerations, the general feeling of the Workers' Group was that it would not come to a strike, but that a settlement would be reached at the last minute. And this was what happened.

The N.M.U. representatives wanted a statement that in the case of a strike no seamen would replace striking American seamen, but Bro. Weisberger, representing the Seafarers' International Union of North America, who acted as a substitute for Bro. Harry Lundeberg, the American Seamen's Delegate, objected to the formula, considering that it constituted an insult to anticipate that the members of his Union or the seamen of other countries would replace striking American seamen. Consequently, the Executive Committee of the Workers' Group was instructed to draft a resolution. It put forward a text whereby, in very general terms, the Workers' Group declared its support for any action undertaken to improve seafarers' conditions and to secure the standards provided by the International Seafarers' Charter. The text, which covered also the Canadian position, was adopted unanimously on June 14th.

In a talk with the General Secretary of the I.T.F., the Canadian delegate said that in view of the requisitioning of the Great Lakes shipping by the Canadian Government, he was sure that the men's demand concerning the eight hour day would be met and that therefore no action would be required on the part of the I.T.F.

*It later transpired that this was not the case and that the C.I.O. resented the W.F.T.U.'s action.

RELIEF

Appeal for Spanish Transport Workers' Movement

About the middle of 1947 the Secretariat received a number of enquiries from affiliated unions concerning an appeal for funds they had received on behalf of Spanish trade unionists. On enquiry we found that the appeal emanated from a bonafide quarter, but that owing to a misunderstanding it had not observed the customary procedure.

On the other hand, however, the I.T.F. is sympathetically disposed towards genuine attempts to encourage free trade unionism among transport workers in Spain and to succour trade unionists who are the victims of persecution, and therefore it was decided, after consideration of the matter by the Management Committee, to launch an appeal for a fund of at least £5,000 for the purpose.

The following are the amounts which had been received in response to the appeal at the time of writing (May 1948) :—

	£	s.	d.
Belgium—Transport Workers	50	0	0
Canada—Railwaymen (\$500)... ..	124	1	2
Denmark—Railwaymen (Kr. 500)	25	17	0
Locomotivemen (Kr. 1028)	53	3	0
Finland—Transport Workers (FMk 82,895)	151	10	11
Locomotivemen (FMk 5,000)	90	2	10
Gt. Britain—Navigators and Engineers	25	0	0
Railwaymen	500	0	0
Railway Clerks	20	0	0
Seamen	105	0	0
Kenya & Uganda—Asian Railwaymen	10	0	0
Netherlands—Railwaymen (fl.5,000)	467	14	6
Transport Workers (fl.5,000)	467	14	6
M.N. Officers (fl.150)	14	0	8
Norway—Seamen	100	0	0
Transport Workers	100	0	0
Sweden—Transport Workers (Kr. 20,000)	1,384	18	3
Switzerland—Railwaymen (frs. 5,000)	288	3	8
Scandinavia—Transport Workers' Federation (Kr. 5000)	346	0	0
	£4,323	6	6

It should be added that organizations affiliated with the I.T.F., including some of the above, contributed to another fund set up for the purpose of aiding Spanish trade unionists.

Food, Clothing and Medical Supplies

On the eve of the winter of 1946/47, the Management Committee allocated funds for the following relief purposes :—

- (1) Food parcels to members of the Austrian Transport Workers' Union ;
- (2) Food parcels to members of German transport workers' and railwaymen's unions ;

- (3) Food parcels to members of the Austrian Railwaymen's Union ;
- (4) £500 for medical supplies to the Budapest railwaymen's hospital ;
- (5) £500 for offering medical supplies to Austrian railwaymen and transport workers.

The food parcels were sent from Denmark and the U.S.A. and were duly received.

The dispatch of medical supplies to Budapest was decided on upon receipt of a report from a British Red Cross representative who appealed for help to the National Union of Railwaymen in Great Britain. The Management Committee decided to disregard the unfriendly attitude of some officials of the Hungarian Union, and also of the Hungarian T.U.C., and make a grant of £500 for the purchase of the supplies required.

Although steps were taken early in December 1946, a list of the most urgent requirements was supplied only on March 1, 1947, by the Hungarian Legation in London, together with an assurance that the Hungarian Consul in Vienna had instructions and means to forward the supplies to their destination. The British Red Cross undertook the purchase and the consignment left London early in May 1947. According to a private, but unconfirmed report it arrived on October 25.

The Austrian Railwaymen's Union expressed a preference for clothes and footwear, these being more urgent than medical supplies. An enquiry with the Swiss Railwaymen's Federation whether the goods could be purchased in their country led to a decision of this organization to supplement the grant of the I.T.F. by a further £750. These goods were bought and shipped to Austria.

A further amount of £500 has been allocated for supplying food parcels to Austria and Germany in the Winter 1947-48.

Belgian Tramwaymen's Convalescent Home

In April 1947, the Belgian Tramwaymen's Union informed us that the bill for the repairs to their holiday and convalescent home was so heavy that they could not undertake the work. The home had been dilapidated and damaged during the war, and the Belgian Government are not yet paying war damages for destroyed furniture and fittings. The M.C. granted a subsidy of 100,000 Belgian francs (£568).

4

Publications and Documentation

A—JOURNAL

The I.T.F. issues the two-monthly "International Transport Workers' Journal." Our rules state that the "journal shall appear in every language spoken by one-fifth or more of the members," and that "the journal may also appear in other languages provided that the organizations applying for such publication undertake to bear part of the costs of translation, printing and postage to be determined by agreement with the Management Committee."

Only the English language group is of the order of importance of one fifth or more. Consequently, the journal has to appear only in that language and the cost of publication to be charged entirely to the I.T.F. budget.

Of the other language groups, a part of the Scandinavian group has agreed to make a contribution to enable the I.T.F. to publish the journal in Swedish since July 1947.

The publication of the journal has, at all times, been beset with difficulties. Its purposes are, to quote the rules once more, "(a) the propagation of the principles and policy of the Federation; (b) the discussion of important questions, events and reports touching upon the interests of transport workers and the working class in general." These two purposes are, as it were, obligatory. The writing of articles intended to meet these two purposes is essentially the corollary of the I.T.F.'s day-to-day activity. Experience, however, shows that the journal, to be a worth-while and interesting source of information, must extend to other fields and deal with the life, activity and battles of the transport workers' organizations, and with the conditions of life and work and vocational problems of the transport workers. Articles devoted to these subjects, to be worth anything, must be written by "experts," i.e., people on the spot who have first-hand knowledge and experience. These are, in the main, leaders and members of the staffs of national organizations.

We find it extraordinarily difficult to secure contributions of this kind and from such writers. It is true that the journals of affiliated organizations carry articles dealing with these subjects, but they are written for readers conversant with the national background. Only rarely can such an article be reproduced or translated for the information of the readers in other countries. At best a number of articles spread over a shorter or longer period can furnish the facts and data for a new article intelligible to readers abroad. But apart from the fact that the writing of such an article by a member of the I.T.F. staff would involve an inordinate amount of time, the danger of misunderstandings cannot be eliminated.

Many organizations send us the periodical reports submitted to their governing bodies. It is easy to suggest that such a report furnishes plenty of data for an article. But the member of the staff who can read it is not necessarily a person with journalistic gifts. The translation work to be done to make it usable by the editor of the journal would overburden

the translator staff, which is too small anyway. Only a person fully conversant with the matters dealt with in such a report can condense all essential data into an article that will make interesting and informative reading for fellow trade-unionists in other countries.

This lengthy explanation of our difficulties in publishing the I.T.F. journal is given because affiliated organizations are no doubt sometimes dissatisfied with, and critical of the journal. It must be emphasized that the publication of a good journal requires, as much as any other activity of the I.T.F., the constant co-operation of affiliated unions. Money is an indispensable material contribution, but intellectual co-operation is a factor no less important. The time has come to increase mutual assistance in this field.

B—PRESS REPORT

The duplicated "Press Report" is published in English and Swedish every fortnight. Abridged German and French versions appear as often as they can be produced. Here is the position in figures :—

			1946		1947	
			Number of issues	Total No. of pages	Number of issues	Total No. of pages
English	...	...	23	171	26	239
Swedish	...	...	—	—	24	203
German	...	...	—	—	8	47
French	...	...	22	115	12	109

The title of the publication is misleading. Only on the occasion of meetings of the Governing and Executive bodies of the I.T.F. does the publication carry genuine press communiques. For the rest, its contents serve two purposes :

- (1) To furnish topical items on technical and international affairs of the transport industries and on the action of the transport workers' trade unions in respect of working conditions for publication in trade union journals.
- (2) To furnish data relating to such questions for research and documentation purposes.

A number of editors of trade union journals make constant use of the material contained in the "Press Report," others make occasional use of it, while some seem to reject this source of information or not to know of its existence. We are, of course, not in a position to appreciate whether and to what extent "Press Reports" are cut up and filed for documentary purposes.

The Secretariat has therefore very little to go by in estimating the requirements of the trade union press and of the research and documentation departments of affiliated organizations. It is desirable, and we believe possible, for the I.T.F. Secretariat to receive guidance in this respect.

C—CONGRESS AND CONFERENCE REPORTS

The Report of the proceedings of the Zurich Congress has been published in English.

It was materially impossible to make a full or condensed translation in any other language in the I.T.F. office, over and above the current work the translators and typists have had to cope with. On the other hand, the subject matter cannot be satisfactorily dealt with by outside translators.

The reports of the proceedings of the following conferences have been circulated in one or more languages :—

- (1) International Seafarers' Conference, October 28 to 30, 1946, London ;
- (2) Regional Dockers' Conference, August 26 and 27, 1946, Antwerp ;
- (3) European Dockers' Conference, August 28 and 29, 1946, Antwerp ;
- (4) Seafarers' Sectional Committee, May 19 and 20, 1947, London ;
- (5) International Fishermen's Conference, June 6 and 7, 1947, Hull.

The report of proceedings of the Railwaymen's Conference held in Brussels from March 25 to 28, 1947, was drafted within a few weeks after the Conference, but the translation and typing work was so considerable that it had to be interrupted again and again for other more urgent matters and could not be issued before April 1948.

All conferences have been supplied with ample documentation on the subjects to be discussed, most of it in several languages.

In addition, the Secretariat has issued special reports (in English and other languages) such as the report of a delegation to Germany, the work of the I.L.O. Inland Transport Committee, conditions of work in the Merchant Navy, the work of the Maritime Labour Conference of the I.L.O., etc.

D—CONDITIONS FOR IMPROVEMENT OF THE PUBLICATION AND DOCUMENTATION SERVICE

The Secretariat is fully aware that in spite of the money and effort spent on publication work there is ground for dissatisfaction. Although English has now become our everyday language, i.e., the language in which most documents are originally drafted, the issuing of English documents and publications leaves much to be desired in the way of punctuality. But the position as regards those in French and German is admittedly still more unsatisfactory. These versions of the "Press Report" should be an enlargement instead of an abridgement of the English edition and should appear with equal regularity. It should, indeed, also include matter appearing in the English and Swedish editions of the printed journal. The reports of the proceedings of the Congress and of Group Conferences should appear not only in English ; summaries at least should appear in French, German and Swedish.

The problem is soluble and the conditions for its solution are the following :—

- (1) Adequate accommodation for the I.T.F. Secretariat ;

- (2) Restaffing of the Research and Publication Department to its prewar strength but adapted to present-day requirements, i.e., a research officer, an editor, a research clerk and a typist (three additional persons) ;
- (3) Reinforcement of the translation staff by at least one French and one German translator and a shorthand-typist for each (four additional persons) ;
- (4) Adequate mechanical equipment.

With the exception of the first, the conditions for improvement are essentially financial.

For the German publications, a solution seems in sight. The German organizations will undertake the work with their own staff and means, and distribute the material to all organizations in the German language area, for account of the I.T.F. This, however, can only be regarded as a makeshift arrangement even if it should work satisfactorily.

5

Sectional Reports

Although a considerable amount of time and energy has been spent on the specialized work for the different sections, we are the first to admit that much has still to be done in this field. To be effective, the sectional work should be the basis of our industrial activity. The Seafarers' Section alone has reached maturity in this respect in that it has been able to develop a programme which is world-wide in character. This can, of course, be easily explained by the international nature of shipping ; all the same, a lot can still be done even for this Section before we can be really satisfied.

There are two major tasks which sections have to carry out before they can hope to be able to deal with their problems on an international scale : the first is to collect, compile and analyse information on a given subject and the second is to draft, after thorough discussion, a programme which represents the minimum demands for the implementation of which the organizations concerned are prepared to take separate and joint action. Such programmes should be neither too general in character (in which case they would have little immediate practical value) nor too detailed (when they might fail to take into account the different approach of the different countries to a question).

In practice, however, things are much more complicated, as it is obvious that in the second paragraph we have in mind conditions which are more or less alike and which can be adjusted without disrupting existing systems. Yet we may not lose sight of, indeed we should concentrate on, a speedy levelling-up of all sub-standard conditions. Therefore, we should supplement a general programme with regional programmes, taking care of special conditions in certain areas. As for sub-standard countries, we should bring them up to a decent level with the least possible delay by giving them the benefit of our experience and by helping them in every possible way to improve their position.

* * *

In the following reports we do not deal fully with all the questions affecting the workers and organizations belonging to a particular section, so as to avoid as much as possible dealing with the same question more than once. It is therefore necessary to read chapters III and VI in conjunction with the Sectional Reports.

Railwaymen's Section

The Secretariat's staff was increased, in October 1946, by the addition of a railway technician, Mr. F. Strauss, a mechanical engineer who has had railway experience in several European countries. This has enabled us to deal far more thoroughly with a number of technical questions than was possible in the past.

The technical questions claiming the lion's share of attention in 1946 and 1947 were locomotive problems arising in Great Britain : one-man driving of electric and diesel-electric locomotives, oil-firing of steam

locomotives, periodical medical examination of locomotivemen, and mechanical stokers on coal-burning locomotives. A further technical question, arising out of the examination of the manning of electric locomotives but of wider interest, namely, automatic train control, was the subject of study. A series of railway accidents were studied with a view to ascertaining whether they were due to a permanent avoidable cause, e.g., absence of a second man on the locomotive or absence of automatic train control.

We can safely say that now we are able to supply, to any affiliated organization requiring it, ample documentation on every aspect of the locomotive and other problems listed above. (We are hampered, however, by the numerical weakness of our translation staff). It is also possible now to extend the range of investigations to other problems claiming the attention of railway trade unions as is witnessed by the report on housing of railwaymen in different countries and the recently begun enquiry into the methods and procedure followed by railway undertakings and supervising authorities when investigating accidents.

The problems at present on the working list of the Secretariat are : negotiating machinery with particular reference to " production committees " ; the relationship between the wages and salaries of a few typical groups of railwaymen ; physical conditions in railway offices ; and periodical eyesight tests of certain groups of railway staff. Through securing the adoption of a resolution by the Inland Transport Committee of the I.L.O., we have put on the working list of that organization enquiries into wages and into the pension schemes of railwaymen.

The Railwaymen's Section of the I.T.F. got into its post-war stride with the holding of an

International Railwaymen's Conference

This conference was held in Brussels from March 25 to 28, 1947. Delegates attended from Austria, Belgium, Denmark, Holland, Italy, Luxembourg, Norway, Palestine, Spain, Sweden, Switzerland and the United Kingdom. A delegate announced from Greece was unable to come as the Greek authorities had not provided him with a passport. We were further honoured by the presence of two trade union observers—Mr. Irving Brown, who came on behalf of the Railway Labor Executives' Association of the U.S.A., and Mr. P. From Hansen, General Secretary of the Danish Railway Clerks' Union—and further observers from the International Railway Congress Association and the E.C.I.T.O., who took a keen interest in the conference's work.

There was a most fruitful discussion on several of the items covered by the heavy agenda which read as follows :—

- (1) One-man driving of electric and diesel-electric locomotives ;
- (2) Automatic couplings ;
- (3) Railwaymen's working hours and paid holidays ;
- (4) Reconstruction of war-damaged railways ;
- (5) Housing of railwaymen in railway-owned houses ;
- (6) Application to railways of legislation relating to offices ;

- (7) Social and economic effects of railway electrification (including diesel-electric and turbine locomotives).
- (8) Oil-burning steam locomotives ;
- (9) Periodical eyesight tests.

One-man Driving of Locomotives

It appears that neither the Railway Administrations and Companies nor the Railway Trade Unions are of one mind on this question. There is a wide divergence of opinion regarding the wisdom and practicability of one-man operation of electric locomotives and railcars. The conference did not find it possible to formulate a common trade union policy because experience does not allow of a general condemnation of the system on grounds of safety alone. In addition, conditions vary so greatly from country to country that no two countries are strictly comparable in this respect.

The Conference adopted the following conclusions :—

“ The International Railwaymen’s Conference, meeting at Brussels from March 25 to 28, 1947, considered the complex problems of one-man driving of electric and diesel-electric locomotives as set out in the report prepared by the I.T.F. Secretariat.

“ After hearing the views of the various affiliated unions, it was deemed advisable that in the prevailing circumstances affiliated bodies should deal with this problem on a national basis and that every effort should be made to maintain and improve the status of locomotivemen in all countries as opportunity arises.”

Automatic Couplings

This is a perennial item on the agenda of meetings of the Railwaymen’s Section. Since 1923 the I.T.F. has been endeavouring to get the problem solved through the medium of the I.L.O.

The Inland Transport Committee of the I.L.O. adopted in December 1945 a resolution recommending that “ in future all new equipment should be so constructed as to make possible the substitution of automatic couplings for screw couplings at any given time.”

The Brussels Conference had to note the fact that with the exception of Belgium and Holland all European countries ignore this recommendation. It decided to pursue the matter and adopted the following resolution :—

“ The International Railwaymen’s Conference, meeting at Brussels from March 25 to 28, 1947, and having dealt with the problem of automatic coupling, decides that for reasons of safety of the staff and traffic operation, automatic couplings should be introduced on all European railways as quickly as possible, and that affiliated unions should press their respective railway administrations to have all new rolling stock designed to take an automatic coupling at any time in the future.

“ The Conference instructs the Secretariat to bring this decision forthwith to the notice of the European governments and railway administrations, and to take all steps necessary with international organizations dealing with the matter.”

The question was brought up in the Inland Transport Committee of the I.L.O. in May 1947. We secured the adoption of a resolution instructing the I.L.O. Committee on Automatic Couplings to "take the necessary steps to implement the resolution adopted in December, 1945."

However, no progress is being made. The I.L.O. Committee on Automatic Couplings had not yet met in spite of two requests made by us.

International Convention on Hours of Work on Railways

In 1939 a preparatory technical conference called by the I.L.O. considered the question whether the hours of work and rest periods of railway staff were a suitable subject for an international convention, and the conclusion was in the affirmative.

The Brussels Conference of the Railwaymen's Section thought that the gains that could be made with an international convention providing for a 48 hour week were so small as not to warrant the effort of setting the I.L.O. machinery in motion. On the other hand, the Conference was of opinion that in the present economic conditions of most European countries the 40 hour week was for the time being not a practicable proposition. These conclusions were embodied in the following resolution:

"Technological progress during the past quarter of a century, having led to a considerable increase in the efficiency of labour, makes possible the reduction of working hours to a maximum of 40 a week while maintaining a volume of production adequate for modern civilized life.

"The railwaymen's unions affiliated to the I.T.F. included the 40 hour week in their programme before the war, and nothing can alter their determination to achieve this improvement in conditions, which they consider to be necessary for the cultural and social progress of the working class.

"The economic consequences of the war having led to a substantial, and in many cases even a serious, lowering of the standards of living of the working class in a great many countries, the Conference decides to postpone limiting working hours on the railways to a maximum of 40 a week."

Reconstruction of War-Damaged Railways

The Brussels Conference of the Railwaymen's Section had before it a report from which it appeared that considerable progress had been made in rehabilitating war-damaged railways thanks to the resourcefulness and devotion of railway technicians and railway workers. As to reconstruction, there exist a series of interesting plans which, if carried out, open prospects of substantial changes in modes of life and work in the railway service. However, the implementation of these plans depends on the fulfilment of economic conditions beyond the control of railway administrations.

In its report the Secretariat criticized severely the policy of rehabilitation and reconstruction which consists in ignoring the pressing recommendations made by U.N.R.R.A. and the Inland Transport Committee of the I.L.O. urging treatment of the problem of rehabilitation "as one large problem of the combined liberated territories rather than as a number of separate problems, each pertaining to the particular country concerned."

The Conference did not discuss the policy of reconstruction. It responded to the appeal for support made by the Austrian and Italian delegations and urged the I.T.F. Executive and Secretariat to give what assistance they could in international discussions to help the railwaymen of these two countries to solve their problems.

Housing of Railwaymen

This question was on the agenda of the Brussels Conference not for the purpose of securing international uniformity but to endeavour to improve the methods used by the railway undertakings in each country by profiting from the experience gained in all countries. The Conference discussed it with interest owing to the severe housing shortage prevailing throughout most parts of the world.

The policy of most railway trade unions in respect of housing was defined as follows :—

- (1) The number of dwellings owned by the railways should not be substantially more than needed for service purposes in normal times.
- (2) As many railwaymen as possible should be free to choose their houses to suit their personal or family convenience.
- (3) It is desirable that railway undertakings should help their employees to become owners of their homes.
- (4) Railway undertakings should help their personnel speedily to overcome the difficulties caused by the unusual housing shortage arising out of the war.

As to the methods to be applied by the railway undertakings, the Conference endorsed the following :—

- (1) Building by the rail administrations of dwelling houses suited to the wishes and convenience of the buyers, to whom the administration sells the houses on favourable terms of payment.
- (2) Mortgage loans on favourable terms to individual railwaymen for the purpose of building or buying a house.
- (3) Financial assistance to associations of railwaymen undertaking the building of houses to let or sell to their members.
- (4) Financial and administrative participation in suitable public or private institutions with a view to the building of houses to be reserved for the use of railwaymen who will rent or buy them.
- (5) Another possible method might be financial and administrative participation in public or private institutions granting railwaymen mortgage loans on favourable terms.

Furthermore, the railway administrations might :—

- (a) Lend the assistance and counsel of their technical services to ensure that the house built for the railwaymen or railwaymen's associations shall be well built at a reasonable price.
- (b) Lend the assistance of their appropriate services for the purchase of building materials, and possibly land, on the best terms.
- (c) Transport by rail, free of cost, or at reduced rates, of any materials required for the building of houses for railwaymen.

Special measures are required in countries where the shortage of houses is so severe as to hamper railway operation. In the opinion of the Conference even such special measures should be taken within the framework of trade union policy in matters of housing.

* * *

The other questions on the agenda were the subject of preliminary exchanges of views.

Reports on **conditions in offices** show that a great number of railway clerks work under physical conditions unworthy of the Twentieth Century. Some railway undertakings have become more conscious than others of the need of replacing or modernizing buildings, some of which date from the time when the railways themselves were built. In some countries praiseworthy efforts have been made to provide railway clerks with good or at least tolerable accommodation for their work. The legal practice, particularly in respect of inspection, seems to vary greatly. In order to give impetus to the drive for better and healthier working conditions for railway clerks, the Conference instructed the Secretariat to undertake an extensive international enquiry.

Discussing **periodical eyesight tests** of certain grades of railway personnel, the Conference showed concern for the hardship suffered by men who were removed from their position owing to defective eyesight. With a view to formulating, if possible, internationally applicable rules, they instructed the Secretariat to make an extensive enquiry into the administrative practices of railway undertakings with particular reference to the compensation given to men whose eyesight has deteriorated.

* * *

XIVth Congress of International Railway Congress Association

It has long been the policy of the I.T.F. to endeavour to secure direct or indirect representation, and make its influence felt, at all international gatherings where representatives of transport undertakings and governments discuss matters which are of interest to transport workers of all kinds. An opportunity presented itself in connection with the XIVth Congress of the International Railway Congress Association, held in Lucerne, Switzerland, from June 23 to 28, 1947, the first post-war congress of a series dating back over 60 years.

The membership of this Association, which has its headquarters in Brussels, includes about 200 State and privately owned railways in all parts of the world (with exception of the U.S.S.R.), as well as the governments of the countries in which these railways operate. Its object is to facilitate the progress and development of railways by the holding of periodical congresses. The recommendations of these congresses are in no way binding, but are submitted for consideration to member governments and railway administrations.

Six of the government delegates were members of organizations affiliated to the I.T.F. : J. Benstead, General Secretary of the British National Union of Railwaymen and President of the I.T.F. ; G. Joustra, President of the Dutch Railwaymen's Union ; R. Bratschi, General Secretary of the Swiss Railwaymen's Union ; J. K. F. Jensen, General Secretary of the Danish Railwaymen's Union ; Erling Kiil, Secretary of

the Norwegian Railwaymen's Union ; and Nils Zerne of the Swedish Railwaymen's Union. In addition Mr. Strauss attended on behalf of the I.T.F., while at our invitation Mr. Fraser of the U.S.A., who was attending the International Labour Conference in Geneva, also followed the proceedings at Lucerne for a day.

The agenda covered the following four items :—

- (1) Sleepers.
- (2) Lightening of rolling stock.
- (3) Organization of passenger trains.
- (4) Construction of houses for railway staff.

Of these four items only one directly interests the railwaymen from the trade union point of view, though trade unions are indirectly interested in all railway technical questions, since operational results have a direct bearing on the possibility of maintaining or improving conditions of employment.

The conclusion adopted with regard to the question of housing railway personnel are on the whole in harmony with trade union policy as defined by the Brussels Conference of the Railwaymen's Section. It is interesting to quote the following :—

“ In view of the moral and material interest the railway has in obtaining a sufficient number of hygienic homes for its staff, it is desirable that each administration affected set up a special department where such does not now exist to deal with building, upkeep, management and allocation of staff accommodation as far as possible in consultation with staff representatives.”

Road Transport Workers' Section

At the meeting of the Road Transport Workers' Section held in Zurich on the occasion of the I.T.F. Congress, the Secretariat was urged to afford tramway and bus workers' organizations an opportunity to review the problems of this industry.

In a number of countries the employees of publicly owned passenger transport services belong to trade unions catering for municipal and local government workers. These Unions are affiliated with the International Federation of Employees in Public and Civil Services. In this International the need was also felt of an international conference of tramway and bus workers, and shortly after the Zurich Congress it proposed to the I.T.F. the holding of a joint international conference of workers engaged in passenger transport. The proposal was accepted by the I.T.F. Executive.

The two International Secretariats have agreed to hold the Conference early in May 1948 in Utrecht (Holland). From enquiries made it appears that there is a desire to discuss the major economic, social and technical aspects of the passenger transport industries. For the 1948 conference the two Secretariats have agreed on the following agenda :—

- (1) Collective bargaining machinery in the bus and tramway industries.
- (2) Working hours.

- (3) Difference in working conditions between public and private enterprises.
- (4) Retirement and other pensions.

When discussing working hours the Conference will have to consider whether the 1939 I.L.O. convention on hours of work in the road transport industry is still adequate or will require revision.

Tramway and bus workers' organizations are displaying keen interest in the Conference, and the proposals for the agenda are very numerous, indeed more than can be discussed at one conference. There is need for information on every aspect of the passenger transport industry and a desire to discuss many of its economic technical and social problems, including even the relations between transport employees and the travelling public.

Representatives of this Section of the I.T.F. have played an active part in connection with the work of the Inland Transport Committee of the I.L.O. (See Chapter VI of this Report).

Dockers' Section

One of the most difficult problems with which the Dockers' Section of the I.T.F. had to deal before the recent war was the keen struggle between the Continental ports on the North Sea and the English Channel to secure the biggest possible share of the carrying trade of their European hinterland. The dockers had long been aware that this struggle was carried on largely at the expense of their wages and working conditions generally. Anticipating a recrudescence of this rivalry in the post-war years, the Zurich Congress of the I.T.F. decided, at the request of the Conference of the Dockers' Section of the I.T.F. that was held on the occasion of the Congress in May 1946, that a special regional conference for the dockers' unions of Belgium, Holland, France and Great Britain should be held not later than August 1946.

I.T.F. REGIONAL CONFERENCE

The Regional Dockers' Conference decided on by the Zurich Congress was duly held at Antwerp on August 26 and 27, 1946. Representatives attended from Belgium, Holland, Great Britain and Germany. The French Dockers' Union was unable to be represented owing to important developments at home. The question of the maintenance and improvement of dockers' conditions in the face of the rivalry between the ports was fully gone into, and the results of the discussions were embodied in the following group of resolutions :—

Preamble

“ The rates of pay and conditions of service set out in these resolutions shall be regarded as international minima, and it is recorded that they shall be without prejudice to more favourable conditions that may be in force already or come into force in the future in any country.”

Minimum Wage

“ This Conference calls for a minimum hourly wage of 2s. 6d. for all ports of North Western Europe, or the equivalent thereof in the national currencies of the respective countries. This means that with a 40-hour week there would be a minimum wage of £5 for a full week on time work.”

Working Hours

“ This Conference declares itself in favour of the introduction of the 40-hour week in the dock industry in countries where it has not yet been achieved, with corresponding increases in time and piece-work rates. In the case of ports working under similar conditions efforts will be made to establish similar practices in regard to the length of the working day, and in particular due regard will be had to the need for securing a seven-hour day,”

Overtime and Sunday Work

“ Two hours overtime may be worked to clear a ship. Rates of payment : before and after normal working hours on weekdays, time and a half ; Sundays and Saturday afternoons, where not considered normal working time, double time ; Sunday overtime, double the prevailing rate.”

Guaranteed Wage

“ This Conference observes that in many countries trade unions have been successful in securing acceptance of the principle that all those who earn a living in the port industry are entitled to an adequate standard of life and a regular weekly income.

“ It considers that the time has come to realize this principle throughout the world. The character of the industry results in more or less substantial fluctuations in the volume of employment. With a view to attaching the workers to the industry and ensuring the most effective operation possible, and with a view to guaranteeing an adequate and regular income to all registered dockers, efforts shall be made to secure in respect of half days or full days on which they “ stand by ” a payment corresponding to not less than 70 per cent of the time wage payable for the same period of work. Likewise efforts shall be made to ensure that a man shall never receive less than 80 per cent of the weekly wage for time work.

“ With regard to finance, this should be met by the industry in conjunction with the governments of the respective countries.

“ In the administration of the labour pool the workers' organizations shall be represented on a footing of equality with the employers' organizations.”

Annual and Public Holidays

“ All workers, both weekly and casual, are entitled to a fortnight's paid annual holiday (12 working days), as well as to payment for all public holidays ; the arrangements to be settled by consultations between employers' and workers' organizations.”

EUROPEAN DOCKERS' CONFERENCE

In conjunction with the Regional Dockers' Conference a European Dockers' Conference was held, also at Antwerp, on the two following days. In addition to O. Becu (in the chair), L. Major, G. de Crom, R. Dekeyzer, L. van der Aa, P. van den Bergh, A. Wilms and A. de Meyer, of Belgium ; J. Donovan, W. Leahy, W. T. Potter and T. J. Rowan of Great Britain ; H. Davidsen, A. Kummernuss, H. Lehmkuhl and H. Hildebrand of Germany ; and A. Kievit, R. Laan and P. Koedijk of Holland, who had all attended the Regional Conference, the European Conference was

attended by A. Jensen, of Denmark ; M. de Stefano, of Italy ; L. S. Olsen of Norway ; and A. Pettersson of Sweden. J. H. Oldenbroek, General Secretary of the I.T.F., was present at both meetings.

This Conference was in effect a meeting of the Dockers' Section of the I.T.F., and it had before it the preliminary draft of an International Dockers' Charter, which had been prepared on instructions from the Zurich Congress. This was considered and the findings of the Conference are contained in the resolutions adopted. The meeting endorsed—save for the point relating to the minimum hourly wage of 2s. 6d., which it did not consider practical politics in view of the wide divergence in practices and standards in different parts of the world—the programme of minimum conditions adopted two days before by the Regional Conference of North Sea and Channel dockers, and also adopted the following two resolutions :—

Welfare in Port Work

“ This Conference expresses the urgent need for the establishment of the best practicable welfare arrangements for workers engaged in port work. These arrangements should include the provision of proper hiring halls, canteens, drinking water supplies, sanitary facilities and adequate transport in the port area. Further, skilled medical attention and rehabilitation centres should be available to all workers.”

Trade Union Recognition

“ This Conference records its agreement with the principle of adequate machinery to determine rates of pay and conditions of employment, and declares that the workers, through their trade unions, should be fully represented on any committees established for this purpose, on any committees for considering grievances, and on any official bodies for dealing with matters affecting the industry.”

The Conference asked that somebody should be specially entrusted with dockers' affairs at the I.T.F. Secretariat, and proposed that an I.T.F. delegation, including dockers' representatives, should investigate the position in German ports.

REVISION OF DOCKS' CONVENTION OF 1932

The Conference also appointed a Dockers' Technical Committee to enquire into the desirability of amending the International Convention of 1932 relating to the safety of dock labour.

A meeting of this Technical Committee, attended by R. Dekeyzer, G. de Crom and A. Daems (Belgium), A. Bird (Great Britain)—in the chair—A. Kummernuss (Germany), A. Kievit and Th. Smeding (Holland) and J. H. Oldenbroek (General Secretary of the I.T.F.), took place in London on November 19 and 20, 1947. It had before it a report, prepared by the Secretariat of the I.T.F., embodying the results of an enquiry undertaken among dockers' unions into the progress made with the ratification of the International Docks Convention of 1932 and the desirability of revising it. The Committee decided to recommend the following amendments to the convention, dealing with various aspects of safety, compensation for protection against industrial diseases, medical and first aid services, welfare arrangements (calling-up stands, waiting and dining rooms, rehabilitation, etc.) and effective inspection services :

Transport of Workers by Water

Vessels transporting workers to and from the places of work should exhibit in a visible place the maximum number of persons to be carried. Where long distances are covered, there should be protection against wind and weather. At points where workers are taken on board and put ashore the necessary precautions should be taken to ensure that this takes place under safe conditions.

Access to Holds

Where practicable hold ladders that enter the hatch over the main coamings should be eliminated, and access to the hold should be by separate manholes with sloping ladder and handrail through each deck to the lower hold.

Where practicable, block hatches should be provided on weather decks to preclude falls into the hold because of faulty single hatches.

Where a hatchway of a hold, 'tweendeck hold, bunker hold or other space situated beneath the main deck exceeds seven metres (about 23 feet) in length, there should be a fixed hold ladder both fore and aft of such hatchway.

On ladders from ships' holds, there should be resting places at distances not exceeding 30 feet (about 9 metres).

When workers have to carry on the processes in a hold the depth of which from the level of the deck to the bottom of the hold exceeds 5 feet there should be safe and unobstructed access from the deck to the hold for their use.

Safety of Gear

When working with derricks there should be a preventer wire, in additions to the guy, as a precaution against accidental breaking of the latter.

Port Rolling Stock

Rolling stock used in port areas in connection with the loading and discharging of ships should satisfy prescribed standards and should be regularly checked for the soundness of all mechanical and other parts. All motor drivers, including drivers of electrically propelled vehicles, engaged in port work should be subjected to a proficiency test.

Persons in Charge of Lifting Machinery

There should be a responsible person to control the steam or power when using winch ends.

Safe Methods of Work

Before work is begun at a hatch, the beams thereof should either be removed and safely stowed or be securely fastened to prevent their displacement.

Where men engaged in loading or unloading certain cargoes, such as timber, from ship to quay or vice versa, have to work on cargo piled to a height of six feet or more, safe means should be provided to enable them to get to and from the place of working, as well as safety means to protect them from falling.

Health Protection

Proper provision should be made to protect workers against the harmful effects of work in spaces where the temperature is artificially kept below seven degrees centigrade or in spaces which are not sufficiently cleared of gases, fumes or substances injurious to health.

Workers engaged in handling cargoes which expose them to harmful affections of the respiratory organs, the skin or other parts of the body, should be provided with adequate protection, e.g., respirators, tight-fitting clothing, gloves, etc.

The weight of loads to be carried by one man should not exceed 75 kilogrammes (about 165 lbs.).

Compensation for Industrial Diseases

Provision should be made in favour of dock workers who are the victims of diseases arising from their employment by stipulating that certain diseases should rank as equivalent to industrial accidents for compensation purposes. Regard should be had to the fact that owing to the nature of the work dockers are more exposed to certain diseases than in an industry where more effective precautions can be taken.

Welfare

Satisfactory welfare arrangements should be made, including :—

Convenient and adequate access to pure drinking water.

Properly equipped and conveniently situated wash and bath facilities, with sufficient supply of hot and cold water, soap and towels.

Facilities for changing, keeping and drying clothes, with individual lockers of sufficient size and easy to keep clean and so distributed over the port area as to meet the needs of men not working constantly at one place.

Properly constructed call-on stands or rooms : rest rooms with library facilities for men waiting between calls ; suitably situated and equipped eating rooms, which should be properly lighted, ventilated and if necessary heated.

Sufficient number of sanitary conveniences, which should be kept in clean condition ; at least one sanitary convenience to be accessible to men employed in loading or unloading work on deep-sea ships, floating cranes, grain silos, bunker machines and similar appliances.

Medical Services and First Aid

There should be a satisfactory port medical service, with adequately staffed surgery and dressing stations, according to the number of workers employed, where men can receive attention until such time as treatment can be conveniently undertaken by family doctor or local hospital.

Proper provisions should be made for men unfit to resume work after an illness or accident, including special treatment and craft instruction at rehabilitation centres, where they receive accommodation, meals, travelling expenses as necessary, as well as adequate subsistence allowances.

Suitable sling stretchers and cradles should be provided to enable injured persons to be removed from a ship's hold.

Accredited Inspection Services

Provision should be made for an efficient system of inspection by accredited persons, who alone shall be competent to issue certificates in respect of loading and unloading gear.

Safe Loads

The safe working loads of masts, derricks and other fixed gear should be determined with the derrick at various angles and with the load being raised and lowered at various speeds.

* * *

In view of the interest shown recently in dockers' circles in the limitation of the weight of loads to be carried by one man, the Secretariat is conducting an enquiry into the question. From the information so far received it appears that dockers' unions are still in favour of the idea, advocated by the Dockers' Section of the I.T.F. for many years past, of the limitation of one-man loads to 75 kilogrammes (165 lbs.). The Secretariat has therefore decided to prepare and circulate a memorandum on the question.

At the request of the affiliated New Zealand Waterside Workers' Union an inquiry has been conducted into the steps taken in various countries to protect dockers handling basic slag and other unhealthy cargoes. As a result we have been able to furnish the New Zealand union with information about the position in the United Kingdom, Denmark, Holland, Norway and Sweden.

Inland Waterway Workers

A Rhine Navigation Conference was held in Basle, on August 1 and 2, 1946, under the auspices of the I.T.F. It was attended by delegates from Belgium, France, Holland, Switzerland and Germany, (the first attendance of German delegates at an international trade union gathering since Hitler rose to power in 1933). R. Laan, of the Dutch Transport Workers' Union, acted as Chairman.

The Conference adopted a provisional draft of a programme of demands covering wages, hours, manning and other main conditions of employment, for purposes of which the Secretariat had prepared a survey of wages and working conditions in Rhine shipping.

It appointed a Committee which met in Strasbourg on December 6 and 7, 1946, to work out the final draft of the programme of demands for Rhine navigation workers, and also decided to act as a deputation to approach the I.L.O. for a discussion of the more important points with a view to action to promote reciprocity agreements, in respect of social insurance, between the countries engaged in Rhine navigation. The Inland Transport Committee of the I.L.O., meeting in London in December 1945, has already given consideration to the question of an agreement relating to social insurance and working conditions between the Rhenish countries, to be negotiated by a tripartite conference representing governments, employers and workers.

On March 7 and 8, 1947, the deputation met the Director General of the I.L.O. and some of his officials, who showed great sympathy with its proposals, and the discussion led to the adoption of a plan of action to secure their consideration by the Inland Transport Committee.

The plan proved successful, and the Inland Transport Committee, meeting in Geneva from May 7 to 16, 1947, set up a special sub-committee for Rhine shipping problems, which recognized the need for conventions—applicable to Switzerland, France, Germany, Holland and Belgium—to co-ordinate social security legislation and working conditions and enforce minimum standards. The five countries concerned were to be invited to meet in tripartite conference for the purpose of working out the conventions, and the resolution adopted also called for the co-operation of the Central Commission of the Rhine.

The Central Commission took the matter up promptly and instructed its Special Committee to confer with the Groups concerned with a view to providing for minimum manning scales for Rhine vessels, and also arranged for a conference at The Hague on July 8 and 9, 1947, to which it invited the I.T.F. The Conference was attended by workers' representatives from Belgium, France, Germany and Holland, with the General Secretary of the I.T.F. as observer. The Central Rhine Commission is not competent to deal with social questions, but deals with problems of safety, of which manning is one aspect. The workers' representatives moved several amendments to the scales proposed (and already adopted) by the Special Committee of the Central Commission, and these amendments were agreed to wholly or in part, so that the action taken has served a good purpose.

In the meantime nothing happened which would hold out the hope that the proposed five-country tripartite conference would take place in the near future, and the Secretariat of the I.T.F. therefore urged the affiliated unions concerned in Holland, Belgium and Switzerland to approach their governments with a view to inducing one at least of them to take the initiative of asking the I.L.O. to convene the conference. Up to the end of 1947 no finality had been reached.

The I.T.F. meetings held in Basle and Strasbourg led to the adoption of a manifesto addressed to the workers engaged in shipping on the Rhine, embodying the demands formulated on their behalf. This manifesto has been published and thousands of copies have been distributed in French, Dutch and German, and it has also been communicated to all national and international authorities concerned.

* * *

As will be seen from the above, the I.T.F. has concentrated its efforts on Rhine shipping, with the idea of approaching other international waterways in a similar way. Programmes designed to meet the position on international waterways will not fail to have their repercussions on purely national waterways and it would therefore seem appropriate to bring the programme to the notice of all delegates representing inland navigation interests, with a view to receiving their observations.

INTERNATIONAL PROGRAMME OF MINIMUM DEMANDS FOR RHINE NAVIGATION PERSONNEL

I. General

In appraising this Programme it should be borne in mind that it is concerned with International Minimum Demands, and that any more favourable conditions and arrangements existing in the different countries

must not be prejudiced. Further, that the organizations subscribing to it in the respective countries retain the right to put forward higher demands than those contained in the present Programme.

II. Manning Scales

1. Screw Steam Tugs :

- (a) Vessels with a heating surface of up to 50 square metres* inclusive : master, engineer and deckhand.
- (b) Vessels with a heating surface of over 50 to 66 square metres inclusive : master, engineer, deckhand and learner fireman.
- (c) Vessels with a heating surface of over 66 to 90 square metres inclusive : master, mate, engineer and fireman.
- (d) Vessels with a heating surface of over 90 to 115 square metres inclusive : master, mate, engineer and two firemen.
- (e) Vessels with a heating surface of over 115 to 160 square metres inclusive : master, mate, deckhand, engineer and two firemen.
- (f) Vessels with a heating surface of over 160 to 200 square metres inclusive : master, mate, deckhand, chief engineer, second engineer and two firemen (alternatively engineer and three firemen).
- (g) Vessels with a heating surface of over 200 to 300 square metres inclusive : master, mate, two deckhands, chief engineer, second engineer and three firemen.
- (h) Vessels with heating surface of over 300 square metres : master, mate, three deckhands, chief engineer, second engineer and four firemen.

2. Paddle-wheel Steam Tugs :—

- (a) Vessels with a heating surface of over 200 to 250 square metres inclusive : master, mate, three deckhands, chief engineer, second engineer and three firemen,
- (b) Vessels with a heating surface of over 250 to 300 square metres inclusive : master, mate, four deckhands, chief engineer, second engineer, four firemen and messman.
- (c) Vessels with a heating surface of over 300 square metres : master, mate, four deckhands, chief engineer, second engineer, five firemen and messman.

Paddle-wheel tugs without a steam-driven capstan shall carry a boy in addition.

3. Motor Tugs :—

- (a) Vessels of up to 150 E.H.P. inclusive : master, deckhand-motorman and boy.
- (b) Vessels of over 150 to 250 E.H.P. inclusive : master, mate and engineer.
- (c) Vessels of over 250 to 400 E.H.P. inclusive : master, mate, engineer and deckhand-motorman.
- (d) Vessels of over 400 to 600 E.H.P. inclusive : master, mate, deckhand, chief engineer and second engineer.

* One square metre equals 10.75 sq. ft.

- (e) Vessels of over 600 to 900 E.H.P. inclusive : master, mate, two deckhands, chief engineer, second engineer and assistant engineer.
- (f) Vessels of over 900 to 1,500 E.H.P. inclusive : master, mate, three deckhands, chief engineer and assistant engineer.
- (g) Larger vessels proportionately larger crews.

4. Steam-propelled Freight Vessels :—

- (a) Vessels of up to 700 Tons inclusive : master, mate, deckhand, engineer and two firemen.
- (b) Vessels of over 700 to 1,000 tons inclusive : master, mate, deckhand, boy, engineer and two firemen.
- (c) Vessels of over 1,000 tons : master, mate, two deckhands, boy, chief engineer, second engineer and two firemen.

5. Motor-propelled Freight Vessels :—

- (a) Vessels of up to 300 tons inclusive : master and deckhand-motorman.
- (b) Vessels of over 300 to 500 tons inclusive : master, mate, motorman and boy.
- (c) Vessels of over 500 to 700 tons inclusive : master, mate, engineer and boy.
- (d) Vessels of over 700 to 1,000 tons inclusive : master, mate, deckhand, engineer and assistant engineer.
- (e) Vessels of over 1,000 tons : master, mate, two deckhands, chief engineer and second engineer.

6. Motor Tankers :—

- (a) Vessels of 50 to 350 tons inclusive : master and deckhand-motorman.
- (b) Vessels of over 350 to 500 tons inclusive : master, mate, motorman and boy.
- (c) Vessels of over 500 to 700 tons inclusive : master, mate, deckhand and engineer.
- (d) Vessels of over 700 to 1,000 tons inclusive : master, mate, deckhand, engineer, assistant engineer and boy.
- (e) Vessels of over 1,000 tons : master, mate, two deckhands, chief engineer, second engineer and boy.

7. Tank Barges :—

- (a) Vessels of 50 to 350 tons inclusive : skipper and deckhand.
- (b) Vessels of over 350 tons to 750 tons inclusive : skipper, deckhand and boy.
- (c) Vessels of over 750 to 1,000 tons inclusive : skipper and two deckhands
- (d) Vessels of over 1,000 to 1,750 tons inclusive : skipper, two deckhands and boy.
- (e) Vessels of over 1,750 tons : skipper, three deckhands and boy.

8. Barges :—

- (a) Vessels of up to 500 tons inclusive : skipper and deckhand.

- (b) Vessels of over 500 to 1,000 tons inclusive : skipper, deckhand and boy.
- (c) Vessels of over 1,000 to 1,500 tons inclusive : skipper and two deckhands.
- (d) Vessels of over 1,500 to 2,500 tons inclusive : skipper, two deckhands and boy.
- (e) Vessels of over 2,500 to 3,000 tons inclusive : skipper and three deckhands.
- (f) Vessels of over 3,000 tons : skipper, three deckhands and boy.

9. General :—

- (a) Firemen shall be not less than 20, deckhands not less than 18 years of age.
- (b) The foregoing provisions relate to male members of the crew. Women may only be carried provided it involves no reduction in the number of male members of the crew.
- (c) The pay of an absent rating shall be divided among those performing his duties.

III. Navigation and Rest Periods. Working Hours in Port and Watch on Board.

There shall be a night's rest of 12 hours, falling between 6 p.m. and 8 a.m.

The nightly rest period may be reduced for the purpose of passing through a lock ; the time taken to count as overtime.

In case of urgent work, the nightly rest period may be reduced by two hours, which shall be paid for at overtime rate. Only highly perishable goods shall rank as urgent work.

There shall be no fresh departure on the day of arrival at the place of destination.

To permit of the place of destination being reached the same day, the journey may be continued beyond 8 p.m., but not beyond 10 p.m. In that case the following day is regarded as the day of arrival.

Crews of freighters and barges who consequently enjoy less than 12 hours of nightly rest shall be entitled to overtime pay for the forfeited part of the nightly rest period.

No fresh journey may be commenced after 2 p.m. on Saturdays or on Sundays and official holidays.

There shall be no navigation on official holidays.

If the place of destination can be reached before 12 o'clock noon on the first of consecutive holidays, the journey may be continued on that day, subject to the consent of the crew.

In port working hours shall not exceed 8½ from Monday to Friday inclusive, between 7 a.m. and 6 p.m., nor 5½ hours on Saturdays between 7 a.m. and 2 p.m.

In cases where loading or unloading work or work connected with the ship must be performed on the day of arrival in a port, normal working hours, including sailing time and work in port, shall be 10 a day. For time worked beyond the 10 hour limit overtime shall be payable.

Board Watch

Crew members required to stay on board for watch duty on Saturday afternoon or on Sundays and holidays shall be given either adequate payment therefor or equivalent time off.

IV. Days Off

The crews of all vessels shall have one day off a week. The crews of tugboats, steam freighters and motor freighters shall have their days off in the home port.

Crews of barges, tankers and motor tankers shall have not less than 12 days off in the home port in a year. If in the course of a year less than 12 days off have been given in the home port or its vicinity, the annual leave shall be extended by as many days as the number of days off given is short of the 12 which should have been given in the home port or its vicinity.

V. Annual Leave

An annual leave with pay of not less than 12 working days shall be given, of which not less than 6 shall be consecutive.

VI. International Minimum Wage

(a) It is proposed that the wage of a fireman, at the rate of 325 Swiss francs, or the equivalent in the respective national currencies, be adopted as the international minimum wage in relation to which the wages of other ratings shall be fixed.

(b) The wage rates in force in the different countries shall be paid to all members of the crew, irrespective of nationality or residence.

VII. Heat Allowance

Engine-room personnel in steam-propelled vessels shall be paid an adequate extra allowance during the months of May to September inclusive.

VIII. Overtime

Time outside the normal hours of duty shall be paid at the following rates :—

- (a) Overtime between 7 a.m. and 10 p.m. : not less than time and a quarter.
- (b) Overtime between 10 p.m. and 6 a.m. and between 2 and 6 p.m. on Saturdays : not less than time and a half.
- (c) Overtime between 6 p.m. Saturday and 6 a.m. Monday : not less than double time.

The ordinary hourly rate is obtained by dividing the weekly wage by 48 or the monthly wage by 208.

PROTECTION OF YOUNG WORKERS AND EDUCATIONAL AND TRAINING FACILITIES FOR CHILDREN

At the Inland Transport Committee meeting of May 1947 the following resolution was adopted :—

“ The Governing Body of the International Labour Office is invited to instruct the Office :—

(1) To continue to study the provisions of national laws and regulations for assuring to young workers in inland navigation protection as to minimum age of admission to employment, hours of work, night work, occupational hazards and annual paid vacations ;

(2) To study the problem of vocational training and apprenticeship and the facilities for vocational guidance available to young persons employed on inland waterways in the various countries ;

(3) To study the problem of making educational facilities and training available to the children of boatmen on inland waterways who are domiciled on board : and

(4) To formulate a report on these and other relevant aspects of the subject, with appropriate recommendations, which may be considered at the next session of the Inland Transport Committee.”

Seafarers' Section

The Seafarers' Section has had an exceedingly busy two years. During the period it has organized two International Seafarers' Conferences, both in London ; the first on January 31 and February 1, 1946 and the second from October 28 to 30 of the same year. There has been also a meeting of the Joint Maritime Commission of the I.L.O., at Geneva from December 1 to 6, 1947, and the very important International Maritime Labour Conference at Seattle in June 1946 ; the preparatory work on behalf of the Workers' Group, and the guidance of the Group at both meetings, having been done, in accordance with what has now become an established tradition, by the Seafarers' Section of the I.T.F. This guidance is generally accepted as a matter of course even by workers' delegates belonging to organizations that are not affiliated to the I.T.F. The period has also seen the fulfilment of a long-felt wish in seafarers' circles, the merging of the International Mercantile Marine Officers' Association with the I.T.F., so that the organized seafarers in most of the more important seafaring countries of the globe now belong to one all-embracing transport workers' international.

INTERNATIONAL SEAFARERS' CONFERENCE, LONDON, JANUARY 31 and FEBRUARY 1, 1946

This Conference was organized jointly by the Seafarers' Section of the I.T.F. and the I.M.M.O.A., which at that time still preserved a separate existence as a trade union body. It was called chiefly to review the results of the Preparatory Maritime Labour Conference of the I.L.O. held in Copenhagen in the second half of November 1945, and to consider what could be done to secure the maximum possible results from the further

I.L.O. Maritime Labour Conference which was to meet at Seattle in the following June to give definitive form to the decisions of the Copenhagen Conference.

On the whole, the Conference proved to be dissatisfied with the results achieved at Copenhagen, and it was decided that very vigorous efforts would have to be made if the Seattle Conference were to produce the results expected of it ; in particular pressure to influence the composition of Government delegations, propaganda meetings throughout the world, and measures to ensure that the Workers' Group at Seattle should function with a maximum of efficiency and discipline. Details of the measures to be taken were entrusted to a Joint Ways and Means Committee of the I.M.M.O.A. and the I.T.F.

The Conference took cognizance of the international discussions on the allocation of shipping tonnage to the various countries, due to be held in London, and voiced a protest against the failure to invite seafarers' representatives to participate in them.

The following two resolutions were adopted by the Conference :—

National Negotiations

“ This International Seafarers' Conference, convened by the I.T.F. and the I.M.M.O.A. in London on January 31 and February 1, 1946, urgently recommends the national unions which are or will before the Seattle Conference be engaged in negotiations with the governments or their countries concerning wages and other conditions of employment of officers or ratings, in no case to accept standards lower than the minima provided by the International Seafarers' Charter.”

International Shipping Policy

“ This Joint International Conference of officers and seamen protests concerning their non-inclusion in the discussions which are to take place in London on the matter of allocating tonnage to various countries. Seafarers claim the right to full consultation on all questions relating to the economic planning of the industry and ask the governments to take due cognizance of this request. They are mindful of the pledges given to seafarers in this regard at the New York and Philadelphia International Labour Conferences and they request the governments to make the necessary arrangements so as to facilitate the representation of seafarers at the forthcoming conference convened for February 4, 1946.”

THE SEATTLE CONFERENCE

The International Maritime Labour Conference, held at Seattle (U.S.A.) in June 1946, was of particular importance as it was to deal with the whole of the subject matter of our International Seafarers' Charter, fix an international minimum wage for seafarers and decide whether the collective agreement was a suitable instrument for implementing an international Convention—an entirely new principle in I.L.O. procedure.

There is no doubt that the results of the Conference can be regarded as a positive success for the I.T.F. On the whole the Workers' Group was satisfied with the work done and the results achieved in the matters of seafarers' social security ; food and catering on board ship ; entry,

training and promotion ; and holidays with pay. Full agreement was also reached on the question of continuous employment for seafarers, and the recognition of seafarers' trade unions. On crew accommodation the Convention adopted definitely represents a considerable advance and will bring better standards and greater uniformity in crews' quarters, though the Group had some misgivings about the many buts and ifs which still leave too much discretion to national authorities.

The main discussion centres around wages, hours and manning, and only on the last day was a compromise reached which secured the necessary majority. The minimum wage fixed, £16 or 64 dollars a month, is inadequate judged by American standards, but in the light of conditions prevailing in many parts of the world the fixing of such a rate on an international basis is undoubtedly an achievement of the first order. Not only does it put a floor to seafarers' wages, but it gives a useful starting point for raising conditions in other industries, and it may ultimately prove to be a major step towards the raising of the standard of life in all countries, agricultural and industrial alike.

On working hours we succeeded in establishing the principle of an eight hour day and forty-eight hour week for deck and engine room in all ships engaged in foreign trade, but had to make concessions in respect of the home trade, and small ships working the two-watch system. The results are all that could be expected at present. For the catering department entirely new proposals were adopted which, though not satisfactory on many points, were considered a notable advance by the representatives of this department.

There was a hard struggle over the question whether officers were to be included in the conventions. The text adopted amounts in practice to the inclusion of most of them everywhere but in Great Britain.

The decision to allow Governments to apply the Convention by means of collective agreements is a new principle and an important one, and it is perhaps to be regretted that it should have been come to at a special and not a general session of the International Labour Conference. It may, however be useful to the Workers' Group at future Conferences.

It is highly satisfactory to be able to report that we have succeeded—or shall have when the Conventions are ratified—in eliminating racial discrimination against Asian and African seamen, though for the present special provision is made, so that ships' total costs may remain equal, for cases where it is customary to carry larger numbers of such seamen than of seamen of other nationalities. This is the only satisfactory solution both from the international point of view and that of the Asian and African seamen themselves, as it protects white seamen against displacement on account of their higher earnings and African and Asian seamen against displacement where they are required in larger numbers. The final solution of the problem will only be reached when adequate training has raised the efficiency standards of all African and Asian seamen to the same level as those of other seamen.

The workers' and employers' groups at the Conference elected the new members of the Joint Maritime Commission. The following were elected for the workers' side :—

Tudehope, Australia ; Becu, Belgium ; Sullivan, Canada ; Ehlers, France ; Jarman, United Kingdom ; Lundberg, United States ;

Aftab Ali, India ; Haugen, Norway ; Oldenbroek, Holland ; Soere, Sweden ; Petroulis, Greece ; Grzelak, Poland.

The following were elected as substitute members :—

De Fazio, Argentina ; Laursen, Denmark ; Macmillan, Chile ; Wang, China ; Wälläri, Finland.

THE INTERNATIONAL SEAFARERS' CONFERENCE OF OCTOBER 28 to 30, 1946

The second International Seafarers' Conference was held in London, mainly for the purpose of reviewing the results of the Seattle International Maritime Labour Conference and considering action to be taken to secure ratification and implementation of the various conventions, recommendations and resolutions adopted by that Conference. It was attended by J. A. Janssens and R. Dekeyzer (Belgium), K. A. Rasmussen (Denmark), A. Ljasoo (Estonia), Zein el Din (Egypt), N. Wälläri and H. Peräinen (Finland), J. Miniou and E. Ehlers (France), C. Jarman, T. Yates, L. Bowden, P. Knight, L. White, J. H. Borlase, G. Thompson, D. S. Tennant and P. A. Riorden (Great Britain), A. Paleologos, D. Kolios, D. Loverdos and P. Simenakis (Greece), C. van Driel, P. de Vries, L. Veenstra, J. van der Meulen and J. Buquet (Holland), D. Mungat and S. Alley (India), J. Dempsey and I. Corbally (Ireland), O. Skjervoll, J. Johansen, O. Bratteli and E. Bergh (Norway), Y. Ben-Aharon and D. Gilad (Palestine), W. Szynarowski and J. Dabrowski (Poland), J. Svensson and A. Söre (Sweden), J. H. Oldenbroek (General Secretary, I.T.F.) and T. Lundgren (Recording Secretary). Messrs. Jarman and Tennant presided, as Chairman and Vice-Chairman respectively.

The Conference considered in detail all the 21 conventions, recommendations and resolutions adopted by the Seattle Conference, which were considered, on the whole, to be reasonably satisfactory, though falling short in many ways of the demands formulated in the I.T.F. International Seafarers' Charter.

The meeting decided to wind up the old Joint Ways and Means Committee, which had served the double purpose of a committee of action for the realization of the Seafarers' Charter and a kind of co-ordinating committee for joint action by the I.T.F. and the I.M.M.O.A. in international questions of mutual interest. In its place it set up a Seafarers' Section Committee composed of Messrs. Becu (Belgium), Ehlers (France), Jarman and Tennant (Great Britain), Veenstra and Buquet (Holland), Bratteli and Skjervoll (Norway) and Söre and Svensson (Sweden). Upon his decease C. Jarman was succeeded by T. Yates (Great Britain), and E. Ehlers by Th. Laursen (Denmark) following the disaffiliation of the French Seamen's Federation from the I.T.F.

The following resolutions were adopted :—

Seattle Conventions

“ This International Seafarers' Conference meeting in London on 28 to 30 October, 1946 ;

Mindful of the unsatisfactory conditions which were the lot of seafarers during the inter-war period—due not in the last instance to the lack

of international standards—and of the heavy sacrifices made by seafarers in many countries in the struggle for freedom and for the preservation of the democratic way of life ;

Reaffirms that the International Seafarers' Charter evolved during the war embodies the aspirations of seafarers of all countries and represents their modest demands in the matter of international regulation of minimum conditions in the merchant navies of the world ;

Declares its acceptance of the Conventions of the International Maritime Labour Conference held at Seattle in June 1946 embodying international minimum standards as a step towards the realization of the International Seafarers' Charter ;

Impresses on Governments and Shipowners that prompt ratification and enforcement of the Conventions is the minimum Seafarers may expect as a practical expression of the tributes paid to their devotion to duty ;

Gives notice that the Seafarers insist upon speedy fulfilment, as they will not brook a repetition of the delays witnessed between the wars and would otherwise be obliged to resort to other means to achieve their ends."

Seattle Recommendations

" This International Seafarers' Conference meeting in London on 28 to 30 October 1946 ;

Calls upon the seafarers' unions of the different countries to bring pressure to bear on their Governments with a view to implementation of the Recommendations of the Seattle Conference ; and

Invites them to supply the Secretariat of the I.T.F. with reports on the progress made in this direction."

Indian Seafarers

" This International Seafarers' Conference meeting in London on 28 to 30 October, 1946 ;

Mindful of the ceaseless efforts of the seafarers' trade union movement to secure equality of treatment for seafarers without distinction of race, nationality or creed ;

Considering that the attainment of this object would be decisively further if the Governments concerned co-operated actively ;

Calls the attention of the Government of India to the importance of the Conventions and Recommendations adopted at successive International Maritime Labour Conferences, in particular at Seattle in June, 1946, implementation of which would bring material improvement to the conditions of Indian seamen ;

Strongly urges the Government of India to give early consideration to this matter and to carry out the decisions adopted through the International Labour Organization ;

Draws their particular attention to the Seattle Resolution on the recognition of seafarers' organizations which, inspired by the spirit of all freedom-loving nations, calls for immediate implementation, thus giving practical expression to freedom of association ;

Pledges wholehearted support to the Indian seafarers in their actions to achieve ratification and implementation of the Conventions and Recommendations mentioned, as well as in all their endeavours to obtain reasonable living and working conditions."

Transfers to Panama Register

" This International Seafarers' Conference meeting in London on 28 to 30 October 1946 ;

Having received reports of numerous ships being registered under the Panama flag ;

Realizing that one of the principal motives for this practice, dating from before the war, is to evade social benefits which the seafarers manning such ships would otherwise enjoy ;

Calls the attention of the Government of Panama to this deplorable state of affairs and urges it to ratify the Conventions and Recommendations of successive International Maritime Labour Conferences and thus ensure seafarers sailing under the Panama flag of the protection to which they are entitled."

Greek Seafarers

" This International Seafarers' Conference meeting in London on 28 to 30 October, 1946 ;

Requests the Executive Committee of the I.T.F. to make strong representations to the Greek Government and to demand recognition of the principle of freedom of association and of collective bargaining between shipowners' and seafarers' organizations in accordance with established practice in all progressive countries, reaffirmed by the Seattle Conference."

Safety at Sea

" This International Seafarers' Conference meeting in London on 28 to 30 October 1946 ;

Urges the necessity of a complete revision, in the light of wartime experience, of the Safety of Life at Sea Convention signed in London in May 1929 ;

Insists on the priority of safety of life at sea over considerations of expense ;

Reaffirms the decision of the Seattle Conference calling for the inclusion of shipowners' and seafarers' representatives in the national delegations to the forthcoming Diplomatic Conference ;

Requests the I.L.O. to ensure that the Joint Maritime Commission is also invited to the Diplomatic Conference."

Fishermen's Affairs

" This International Seafarers' Conference meeting in London on 28 to 30 October 1946 ;

Welcomes the resolution passed at the Seattle Conference with regard to the future of the Maritime Department of the I.L.O. ;

Requests the I.T.F.

(a) to convene an International Fishermen's Conference without delay in order to adopt an International Fishermen's Charter, and

(b) to set up within the Seafarers' Section a sub-section for dealing with matters of special interest to fishermen ;

Urges all unions organizing fishermen to intensify their efforts to improve the legislative and other provisions concerning conditions of employment in the industry."

Seamen's Welfare in Port

" This International Seafarers' Conference meeting in London on 28 to 30 October 1946 ;

Observing that the welfare work for seamen in port has been very much neglected by many seafaring nations, and

Considering this work to be of paramount importance to the well-being of seamen both at home and abroad ;

Urges all seafarers' unions affiliated with the I.T.F. to approach their respective Governments without delay, urging them to undertake welfare work for seamen at the national level and to seek to bring about co-operation in this field at the international level."

THE JOINT MARITIME COMMISSION

The fourteenth session of the J.M.C. of the International Labour Office was held in Geneva from December 2 to 5, 1947. It was preceded, as usual, by meetings of the Seafarers' Sectional Committee of the I.T.F. and of the Seafarers' Group of the J.M.C., for the purpose of working out a plan of action. With only one exception—the Polish workers' representative—all the members of the Seafarers' Group were members of organizations affiliated to the I.T.F., i.e. : J. Hawk (U.S.A.), J. A. Tudehope (Australia), O. Becu (Belgium), E. Ehlers (France), T. Yates and D. S. Tennant (Great Britain), I. Haugen (Norway), J. H. Oldenbroek (Netherlands), A. G. Söre (Sweden), T. Laursen (Denmark), and N. F. Wälläri (Finland).

One of the matters down for discussion by the J.M.C. was that of relations between the I.L.O. and the proposed Inter-Governmental Shipping Organization. The Commission expressed a desire that the I.L.O. should co-operate with this organization, if it should materialize, in all matters of common interest, but was emphatic in thinking that the I.L.O. should continue to deal with all matters affecting the conditions of life and work of seafarers with which it had dealt in the past. The Seafarers' Group proposed that the I.L.O. delegation attending the forthcoming conference on the question should include members of the J.M.C., and designated E. Ehlers (France) and D. S. Tennant (Great Britain) as its representatives for the occasion. Owing to opposition of the ship-owners, however, the proposal was not adopted, and the I.T.F. therefore decided to send an independent observer to the conference in the person of D. S. Tennant.

There was a full discussion on the question of the transfer of ships to countries such as Panama, Honduras and Palestine, with little or no maritime experience and backward as regards social provisions. This was not a question of sales of tonnage, but mainly a means of evading taxation, safety provisions, social legislation and other obligations,

inasmuch as in most cases the ships continue to be operated by or on behalf of the same owners. The I.L.O. was asked to continue its study of the subject and to urge Governments and seafarers' and shipowners' organizations to take the matter up ; also to recommend the Conference for the Revision of the Convention on Safety of Life at Sea to consider what measures could be taken to ensure that all maritime countries ratify and apply that convention. It was decided to seek representation at this Conference, and the Seafarers' Group designated Th. Laursen (Denmark) H. J. Perkins (Great Britain) and P. de Vries (Holland), as its representatives. The I.L.O. was further requested to continue its studies on seafarers' welfare, with special reference to the international co-ordination of welfare activities, and also to study, in conjunction with other bodies interested, the question of the prevention and treatment of venereal and social diseases among seafarers.

WHALING

As an example of co-operation between seafarers' organizations affiliated to the I.T.F. it may be mentioned that on the occasion of this meeting of the J.M.C. the representatives of the British National Union of Seamen, the Norwegian Seamen's Union and the Seamen's Section of the Dutch Transport Workers' Union, all of which have members that take part in whaling expeditions, held a special meeting of their own and decided that in future they would arrange for a joint meeting after every whaling season for the purpose of considering any matters that may arise and co-ordinating their action when this may be necessary.

Fishermen's Section

For some considerable time past the fish-producing countries have been actively planning to make good the depletion in productive capacity resulting from the war. Fleets are being rebuilt, premises restored and re-equipped, new plants for processing fish set up, and the development of the quick freezing of fish, which will enable adequate supplies of fresh fish to be distributed throughout the year in countries or places that have hitherto been poorly served in this respect, is progressing rapidly.

In the circumstances it is not surprising that the Maritime Conference at Seattle should have instructed the I.L.O. to undertake the preparatory work necessary for the drafting of an International Charter for Fishermen, similar to that already adopted for the Seafarers, and that the I.T.F. Seafarers' Conference, held in London from October 28 to 30, 1946, should have asked that a Fishermen's Conference should be called to work out specific proposals to be made to the I.L.O.

After the Secretariat had made an enquiry and prepared extensive reports on fishermen's working conditions in several countries, this Fishermen's Conference was duly held on June 6 and 7, 1947, at Hull. We had contemplated holding it in a French fishing port, but the French Union informed us that the two chief French fishing ports had been so completely destroyed during the war that no accommodation could be found in either of them.

Mr. A. Bird, National Secretary of the British Transport & General Workers' Union, was chosen as chairman of the Conference, and Mr. R.

Dekeyzer, Secretary of the Belgian Transport Workers' Union, as Vice-Chairman.

The Conference, which was attended by delegates from Belgium, Finland, France, United Kingdom, Holland, Norway and Palestine, revealed the need for continuous and systematic international work, and it decided to ask the General Council of the I.T.F. to set up a special section for fishermen.

The Secretariat of the I.T.F. had prepared a preliminary draft of an International Fishermen's Charter, dealing with earnings and allowances, hours and manning, holidays and days off, catering and accommodation on board, social insurances, etc., and the Conference appointed a Drafting Committee composed of Messrs. A. Bird (Great Britain), R. Dekeyzer (Belgium) and J. H. Oldenbroek (General Secretary of the I.T.F.), to go further into the matter and produce a revised draft for submission to a further International Fishermen's Conference, and eventually to the International Labour Office. In this connection it may be mentioned that the I.L.O., in pursuance of a decision come to in 1946, is engaged on a full investigation into conditions in the fishing industry, preparatory to an International Labour Conference to consider and adopt international minimum standards for the industry.

The Conference further expressed itself in favour of the constitution of a special Fishermen's Section within the I.T.F., and decided to submit a request to that effect to the Executive Committee of the I.T.F.

The Drafting Committee met in London on November 20 and 22, 1947. It dealt with a new draft prepared by the Secretariat of the I.T.F. in the light of the discussions at the Hull Conference, and adopted the following text consisting of a preamble dealing with the general problems of the industry, followed by a programme of industrial demands covering the full range of fishermen's conditions of employment.

INTERNATIONAL FISHERMEN'S CHARTER

During recent decades, new ideas have made rapid headway in the fishing industry. That they did not do so earlier, could hardly be attributed to the existence of a satisfactory state of affairs in the industry. Indeed, rather could it be claimed that there was scarcely a category of workers that received a poorer deal as far as social provision was concerned.

Apart from geographical factors, the explanation of the undeveloped state of the fishing industry had to be sought in the persistence of its traditional methods and customs. Even today family enterprise still exists to a notable extent side by side with labour-employing enterprise.

With the spread of new modes of enterprise and the appearance of the wages system, as opposed to the profit-sharing system, in the industry, the idea of organization took root among fishermen, and in one country after another they began to enter the trade unions in growing numbers. Self-employed fishermen, mostly of the same social class as wage-earning fishermen, also followed the example and proceeded to organize either in separate associations or in special sections of the trade unions.

Thus united with other workers of the transport industries, fishermen learned to understand their identity of interests as between one port and

another and indeed between one country and another, operating as they often do at the same fishing grounds and working for the same markets. They recognised that the welfare of any group was linked to that of the others, that improvements could only be permanent if secured all along the line.

During the years between the two world wars, there was a regular exchange of information and experience regarding fishermen's affairs, through the intermedium of the International Transport Workers' Federation, with which the fishermen's unions of different countries were affiliated. In 1938 an International Fishermen's Conference was organized in Ostend, Belgium, with the object of naming a joint programme of fishermen's demands. Unfortunately, the second world war interrupted the development.

But the same war had the effect of bringing together on British soil fishermen from Belgium, France, Holland, Norway and Poland, who with their British fellow fishermen not only ensured the fish supplies of Britain at a critical time, but also manned the trawlers which were requisitioned for mine-sweeping and thus helped to keep the sea-lanes open for shipping and fishing. This concentration of fishermen of various nationalities in United Kingdom ports naturally led to contacts and connections of a close kind and to the forging of plans for concerted action to defend and improve the standards of the industry after the war.

In this way the thought ripened of promulgating for the fishing industry an International Charter analogous to that of the Seafarers, demanding minimum standards of employment below which no country should fall. The preliminary work resulted in the holding of a further International Fishermen's Conference under the auspices of the I.T.F., in Hull in June 1947, where fishermen's representatives from seven countries considered the blueprints of an International Fishermen's Charter and laid the first plans for the action to be undertaken to carry it into effect.

Fishermen have little cause for satisfaction when they consider the past state of affairs in their industry. The conditions in which they worked and lived were deplorable ; they suffered acutely under the bad organization of the industry, in which malpractices as well as deficiencies of many kinds were rampant.

Particularly condemnable was the fact that fishermen were not paid a regular living wage, but in the main poundage money calculated on the net proceeds of the sale of the catch. And the calculation of net proceeds was anything but a clear-cut business. For one thing, they were necessarily linked up with the size of the catch and the price of fish. Now the landing of a big catch, the result of patient and hard work, did not rule as a mean high proceeds. On the contrary, usually the more fish was landed the lower was the price fetched at the auction. When landings were heavy, part of the catch would prove unsaleable, and the fishermen's poundage would be correspondingly reduced. Altogether a poor compensation for their exclusion from the social insurances and other amenities applicable to the general run of shore workers.

We have said above that the development of the fishing industry has been slow compared with others. It must indeed still be regarded as a

backward industry, though there are grounds to hope that the arrears will be made up in the years to come.

The immediate problems of the fishing industry, however, are connected less with the production than with the distribution side. Owing to the perishable nature of the commodity, the distribution and preservation of fish indeed presents special problems for the industry. Fishermen's trade unions must and do take a close interest in these problems, not only because they concern their members' interests, but also because as members of the wider community fishermen desire the fruits of their labours to benefit the population as a whole.

For the solution of the industry's problems science must be enlisted to an ever-greater extent, not only in order to discover the most efficacious methods of preserving, storing and distributing fresh fish, but also of preventing the exhaustion of fish-stocks and pollution of fishing grounds. The main task here no doubt devolves upon government departments, but it is the plain duty of fishermen and their organizations to pledge their full support and co-operation in rendering the action taken as effective as possible.

With the growth of populations and the demand for more abundant food supplies, the fishing industry will have a more and more important role to play. Fish must become a commodity which is not a luxury but obtainable at prices which the whole community can afford. In the past fishermen have often been perplexed to observe large quantities of fish dumped back into the sea—or withheld from sale after being landed in good condition—apparently because there was no market for it, though they knew there was many a hungry family in need of it. Also they were at a loss to understand the wide gap between the price of fish at the auction-hall and the retail prices charged to the consumer.

We consider that speedy and effective action is required to remedy the defects of the fishing industry, and that if the industry itself is not capable of taking it, governments should lend a hand. Here are a number of specific measures which we recommend for earnest consideration :—

(1) Establishment of central fishery boards by governments in all countries. These boards should provide for representation of all interests affected (employers and workers, authorities and public), and their activities should be decentralized to the extent required by the structure of the fishing industry, the size of the country, and the number of fishing ports concerned.

(2) Marketing of fish by auction, and fixing of a price structure which will ensure an economic price to the producer and thus a fair and regular living to those employed in the industry, and a fair price to the consumer and thus a sustained demand for fish.

(3) Provision, by State or local authorities, of facilities for the freezing and cold storage of fish and of dehydration plant for the disposal of fish unsuitable for human consumption, in order to avoid fish supplies in excess of market demand.

(4) Encouragement of industries for processing, curing and canning fish.

(5) Encouragement of the formation of fishermen's co-operatives, with the function of providing ice, stores, clothing, such as rubber boots and oilskins, gear, etc.

(6) Provision to ensure the replacement of fishing tonnage and fishing gear.

(7) Registration of persons engaged in the fish trade. Licences to be periodically renewable and withdrawable in case of non-observance of statutory regulations in force in the fish trade.

(8) Transport equipment used for moving fish to distribution centres shall be of the highest standard ; fish retailers shall have the installations necessary for ensuring the freshness of their ware.

(9) International and regional consultations between government representatives, with representation of workers' organizations, in order to exchange notes on operating methods and results, industrial relations, scientific research and other matters affecting fisheries, and to consider a concerted policy in fishing operations.

The foregoing are measures of a general character designed to improve the organization of the industry. They are the pre-requisites for ensuring what should be recognized as the first obligation of any industry : a satisfactory level of working conditions for those who seek a livelihood in it.

Below we set out a programme of demands under the latter head. As an international programme it represents what even the least developed countries can afford, without prejudice to countries with more advanced standards. By establishing a minimum below which no country shall fall, and which will be subject to revision at appropriate intervals, it will lay a foundation on which higher standards can be built in more developed countries, preparatory to the raising of standards in all countries.

As a preface to their industrial charter, fishermen demand freedom of association and recognition of their trade union organizations as entitled to engage in collective bargaining on their behalf. They call for the constitution in all countries of joint industrial councils, with equal representation of the owners and workers of the industry, which experience has shown to be the most expedient type of negotiating machinery.

Here follow the fishermen's international minimum demands under the various heads of conditions of employment :—

Programme of International Demands

Wages

The practice of remunerating fishermen wholly or largely by a share of profits, with a fixed payment playing only a secondary role, does not assure these workers of a fair reward for their labours at all times. In addition it fails to provide a satisfactory basis for the establishment of a scheme of social security benefits.

Though the formula to be adopted may be left to national arrangements, the method of remuneration should embody the following principles :—

There should be a guaranteed wage, preferably weekly, or otherwise fortnightly or monthly, which shall constitute a fair living wage having regard to the standards of the country concerned.

The poundage, payable over and above the guaranteed wage, should be a percentage of the gross product of the sale of catch, providing an incentive to land the largest possible catch and a reward for extra effort.

Though preference should be given to poundage on gross proceeds, where poundage is calculated on the net proceeds of the catch the deduction made from the gross proceeds should be a fixed percentage, in order to avoid all ambiguity as to the rights of the crew.

Earnings of skippers should be subject to a guaranteed minimum and should bear a reasonable relation to those of other ratings.

Earnings of chief engineers or motormen should not be less than those of mates.

Other Emoluments

The practice of allowing crews the product of the sale of by-products, such as liver, oil and roe and chitterling money, should be maintained. These payments should be based on ruling market prices.

The practice of granting crew members a small allowance of fish should also be maintained.

Family Allowances

The principle of children's allowances, increasingly recognized in modern society, should be applied also to fishermen.

Food

Except on boats engaged on short trips of one or two days only, the crew's food should be provided by the owner or at his expense. It should be adequate in quantity and quality and properly prepared.

Hours and Manning

During the outward and homeward passages three watches should be worked where possible—in no case less than two watches—both on deck and in the engine room.

At the fishing grounds, where longer hours are necessary to take in the catch, there should be a nightly rest period of not less than eight consecutive hours.

As compensation for the seven-day week at sea, one day off should be granted in port for every six days spent at sea in addition to and paid for in the same way as annual leave.

The above standards of hours of work and rest are necessary in the interests both of the welfare of the crews and of the safety of shipping generally, and the standards of manning required to observe them should therefore be prescribed by legislation or collective agreement.

Engagement

Fishermen, as well as fishing vessel owners, should be registered with an official authority. It should be compulsory for owners and skippers to engage crews through exchanges set up by such authority, or, where the system is preferred, through hiring halls established by the fishermen's union or by the union in conjunction with employers of the industry. Officers should be engaged by the owner, ratings by the skipper.

Crews should be engaged for periods of not less than six months, or for a season if shorter, with the proviso that crew members may terminate employment subject to 24 hours' notice. In case of dismissal, 24 hours' notice prior to arrival in the home port should be given and the reasons for dismissal entered in the logbook.

Unloading Fish

The unloading of fish is the work of specialized shore workers. It should only be performed by members of the crew if no such shore workers are available, and should then be paid for at the rate for the job.

Annual Leave

Fishermen should have an annual holiday with pay, on the basis of one day in respect of each month of engagement, subject to a minimum of seven days. It should be compulsory for the owner to grant the holiday and for the man concerned to take it.

Work in Port

Crew members should only be called on to work in port in exceptional circumstances or while a vessel is laid up for repairs or overhaul. During such employment they should receive at least the guaranteed wage.

Welfare

Provision should be made for recreation facilities on board fishing vessels (especially libraries) and for welfare arrangements ashore (clubs, etc.) analogous to those provided for merchant seamen.

Towage Fee

Where a vessel suffers loss of earnings through having to take another vessel in tow, members of the crew should receive an equitable share of the insurance money which is paid.

Social Insurance

Fishermen should be covered by a comprehensive scheme of social insurances. The benefits should be at least equal to those enjoyed by workers in general, while the industry should provide for additional benefits in consideration of the special hardships and hazards of the fisherman's calling.

The scheme should be financed by contributions from the State, the owners and the men. Where there are special arrangements for the industry, State, owners and men should be represented on the bodies administering them.

Provision should be made for maintenance during unemployment, sickness, or accident, and for payment of pensions in case of incapacitation and attainment of the retirement age. In case of death, pensions should be payable to widows, orphans and other dependants of the deceased. There should also be free medical care, hospital treatment and rehabilitation.

In case of loss of effects owing to shipwreck, collision, fire or other causes, whether the ship is lost or not, fishermen should receive a payment equal to one month's guaranteed wage. In case of unemployment following shipwreck, etc., there should be an additional payment of up to two months' guaranteed wages.

Accommodation and Hygiene

Fishing vessels should not be allowed to put to sea unless they comply with certain specified regulations concerning accommodation (floor or sleeping space, etc.). The authorities should make compliance with these standards a particular condition when granting subsidies for the building of fishing vessels.

Crews' quarters should as far as practicable be situated amidships and aft. There should be a ventilated locker for each member of the crew. Bed and bedding should be supplied by the owner for all men. Beds should be provided with spring mattresses and three blankets. Mattresses should have special covers, to be changed after every voyage. No straw mattresses to be issued.

There should be adequate sanitary accommodation on board : wash basins, shower baths, one water closet to eight men. Quarters should be regularly fumigated. A medicine chest should be carried on board, contents of which should be legally prescribed and regularly inspected. There should be an officer on board holding a first-aid certificate.

Eating utensils should be provided by the owner. Plates, cups, etc., should be of china or heat-proof material. Cooking utensils should be of aluminium or non-flaking material. An electric refrigerator should be carried. Where voyages last longer than seven days bread should be baked on board.

Safety

Proper attention should be given to ensuring the safety of fishing vessels and all life-saving gear, including the provisions and other contents of the lifeboats, should be regularly inspected.

The size of lifeboats should be as ample as permitted by the construction of the vessel. Lifeboats should be fitted on both sides of the keel with ropes or grips affording handhold in case of capsizing. There should be regular lifeboat drill. Every vessel should carry a radio transmitting and receiving set and an officer qualified to operate it. In the case of small vessels this requirement may be reduced to an automatic wireless S.O.S. transmitter.

Vocational Training

A sound training is of great importance to both the fishermen and the industry itself. There should be some legislative provisions on the subject. It is desirable that boys entering the industry should have a period of pre-sea training at a fishery or nautical school.

Skippers and mates should hold navigation certificates issued by a State-supervised body. Engineers and motormen should also hold the appropriate certificates. As far as practicable, there should also be uniformity in the standards of qualification required in the different countries.

Minimum Age

The minimum age for entrants to the fishing industry should be 18 years for firemen and 16 years for others.

CIVIL AVIATION PERSONNEL

The Secretariat has undertaken an enquiry into conditions of air transport personnel. Some information has been received from organizations catering for these workers, but the amount available is still far from sufficient for planning action in this field.

Conditions of employment in civil aviation were also considered at the second meeting of the I.L.O. Inland Transport Committee (May 1947), and included among the subjects into which studies were to be conducted by the I.L.O.

The I.T.F. intends to hold a special conference for civil aviation personnel on the two days preceding the Oslo Congress if there is sufficient participation on the part of the organizations concerned.

Relations with other International Bodies

WORLD FEDERATION OF TRADE UNIONS

The Zurich Congress of the I.T.F. had before it a full report on the question of relations with the World Federation, giving a history of developments up to the time of the Congress and the views of the Executive Committee of the I.T.F. as to the requirements that would have to be met before the I.T.F. would be prepared to go out of existence as a separate and independent body. The Congress endorsed these views, and authorized the Executive Committee to continue negotiations with the W.F.T.U. for the purpose of ascertaining whether acceptable terms of integration could be secured. It was laid down that such terms would have to be submitted to a further Congress for ratification.

In pursuance of this mandate the negotiations have been continued, intermittently, throughout the period under review, but a difficulty which the representatives of the I.T.F. have encountered all along has been the apparent inability of the W.F.T.U. to make up its mind. Some five different drafts of the General Regulations for the International Trade Departments have been put forward by the W.F.T.U. at different times. The first was laid before the Zurich Congress of the I.T.F., and was found to be unsatisfactory, and whenever subsequently the representatives of the W.F.T.U. brought forward a revised version they were never in a position to offer it as definitive. There was evidently disagreement within the W.F.T.U. itself as to what the rules should be. Only the version adopted at the Prague meeting of the General Council of the W.F.T.U., in June 1947, was supposed to be final—so final, indeed, that it was submitted to the national trade union centres for ratification, and only communicated to the international trade secretariats for their information and acceptance, though there appeared to be difference of opinion within the W.F.T.U. as to what this implied—but the Executive Bureau of the W.F.T.U. produced another “ final text ” when it met in Paris in November 1947. The changes in this case were made following a meeting with the Consultative Committee of the International Trade Secretariats, but they were unimportant, and far from sufficient to make it acceptable to these bodies.

* * *

On May 10, 1946, the W.F.T.U. sent us :—

- (1) a further Draft of General Regulations for the International Trade Departments of the W.F.T.U.
- (2) a Project for Internal Regulations of the I.T.D.'s.
- (3) a Draft Convenor's Notice for the General Conferences of the I.T.D.'s.
- (4) a Draft Agenda for the constitutive meeting of an I.T.D.
- (5) Draft Standing Orders for an I.T.D. conference.

These documents arrived at the offices of the I.T.F. while the I.T.F. Congress was in session at Zurich.

Two months later the W.F.T.U. wrote, under date of July 8, that "contrary to our expectation, the Executive Committee of the W.F.T.U. was unable at its Moscow Session of June 22 to 26, 1946, to adopt definitely the General Regulations. Though this draft has been adopted in its main lines, it appeared that some articles, among the most important, needed further adjustments with the co-operation of the most important parties concerned." So the whole matter was once more in the air.

The same communication announced that the W.F.T.U. had decided to hold in Paris, at a date not yet fixed, a conference of the whole of the Executive Bureau of the W.F.T.U., 3 representatives each of the six most important I.T.S. (Transport, Miners, Metalworkers, Textile, Building and Woodworkers and Factory Workers), 6 delegates from the Soviet trade unions representing the same industries and 6 similar delegates of the C.I.O.

No new proposals were sent with this communication, and since the old ones were to be subjected to "further adjustments" of the nature of which we were not aware, there was nothing to be done but await developments.

In due course we were advised that the proposed conference would be held on November 26 to 28, 1946, and preparations were accordingly made to send a delegation composed of Messrs. Benstead, Christiansson and Oldenbroek, but we were later surprised to learn from the W.F.T.U. Bulletin of September 30 that the meeting had been postponed until December 10 to 12. On enquiring why we had not been advised of this we were informed that this was due to a mistake.

The Conference duly met from December 10 to 12, 1946, and had before it still another W.F.T.U. Draft of Regulations for the I.T.D's. Mr. Benstead was unable to attend, so Mr. Jarman went in his place as the third representative of the I.T.F. Contrary to its original announcement, the W.F.T.U. had invited representatives of all the international trade secretariats, instead of the six most important ones only. This was all to the good, as it gave everybody an opportunity to make their position clear and learn that of the others. Although fourteen months had elapsed since the Congress at which the W.F.T.U. was set up, this was the first occasion on which the W.F.T.U. had called a meeting of all the organizations concerned.

It soon became clear that the overwhelming majority of the I.T.S. held substantially the same position as the representatives of the I.T.F., and as the W.F.T.U. was not in a mood to make any real concessions little headway was made.

What little there was was upset on the third day, when the Russian delegates arrived, and Mr. Tarasov, speaking for all of them, informed the conference in no uncertain terms that what had been under discussion for a year was completely unacceptable from the Russian point of view; that they did not want more than four trade departments to begin with (Transport, Miners, Metalworkers and Clothing); that there was no need for the trade departments to have executive committees or general councils, but that a Director would be sufficient; and so on. The Russian point of view was only supported by a few Frenchmen, who for the most part were not delegates, but only observers.

The remainder of the conference was taken aback, and suggested that the governing bodies of the W.F.T.U. should first agree themselves on the terms to be offered to the I.T.S., after which negotiations could be resumed.

In the circumstances no conclusions could be arrived at, but it was decided to appoint a Consultative Committee of eight representatives of the I.T.S. and one each of the Russians and the C.I.O. to carry on discussions with the Executive Bureau. This was done on the spot, and the members chosen by the I.T.S. were :—

A. Delattre (Miners) ; J. H. Oldenbroek (Transport Workers) ; R. Coppock (Building and Wood Workers) ; K. Ilg (Metal Workers) ; J. Stott (Textile Workers) ; M. C. Bolle (Public and Civil Services) ; G. Chester (Boot and Shoe Operatives) ; W. Spiekman (Clerical Workers) ;

After the nominations had been made an incident occurred which we mention as an example of the difficulties the negotiators for the I.T.S. are up against. The General Secretary of the W.F.T.U. said that it was clear from the nominations that the divergent views expressed by the I.T.S. would not be represented on the Committee, and that he had to say in advance that he would not be able to work with it. There were, he said, too many British and Dutch nominations. This declaration naturally provoked violent protests, and the Chairman ruled that the meeting was entitled to nominate and appoint what representatives it thought fit, but that it should be borne in mind that the Committee was only to act in an advisory capacity to the W.F.T.U., and that the responsibility for framing the Regulations for the Trade Departments lay with the Executive Bureau of the W.F.T.U., subject to endorsement by its General Council. In passing it may be mentioned that the I.T.F. representatives voted for two Frenchmen, but they did not secure a sufficiently large number of votes for election.

The W.F.T.U. now had a full-blown Consultative Committee to help it in drafting regulations that would be acceptable to the I.T.S., but eight further months were to elapse before it was to be called upon for its advice.

Following this Conference in Paris, tendentious articles appeared in the London Communist "Daily Worker" and the Paris edition of the "New York Herald," so we published a true account in the I.T.F. Journal.

There were no further developments, as far as we were concerned, until the Executive Committee and General Council of the W.F.T.U. met in Prague from June 6 to 7 and 9 to 14, 1947, respectively. Shortly before this meeting statements appeared in the press suggesting that these meetings would deal with the question of setting up Trade Departments of the W.F.T.U. and integrating the I.T.S., but neither the I.T.F. nor any other of the I.T.S. received any direct communication from the W.F.T.U. on the subject, and some of the I.T.S. suggested that we should take joint action and call for a meeting of the Consultative Committee which had been set up in Paris. On consideration, however, we did not react to the suggestion, nor did we co-operate in any way with the other I.T.S. on these lines, as we did not wish to give any grounds for suspicion or recrimination.

Ten days after the meeting we received the following communication from the W.F.T.U. :—

“ As you certainly know already from correspondence and talks between the Secretariat and the members of the W.F.T.U. Executive Bureau, the Draft General Regulations for the Trade Departments had suffered some alterations before being submitted for final approval to the W.F.T.U. Executive Committee and General Council, meeting at Prague the 6-7th June and 9-14th June, 1947, respectively.

“ The Executive Committee (were present 22 members) adopted the draft with some slight modifications whereupon the General Council in full session and unanimously, approved the General Regulations which we are sending you enclosed for your information.

“ Awaiting the elements of ratification by the National Centres according to Art. 4, par. V of the W.F.T.U. Constitution, we take into consideration to have a first contact between the W.F.T.U. Executive Bureau Delegation and the 10 members of the Consultative Committee designed at the I.T.S. Conference December 1946 at the beginning of August next.”

As we certainly did not know anything about any alterations to the Draft Regulations, while the mention of “ ratification by the National Centres ” suggested that the I.T.S. were about to be faced with a *fait accompli*, the General Secretary of the I.T.F. wrote to the W.F.T.U. on July 5, as follows :—

“ Contrary to what you suppose in the second paragraph of your circular, I have to inform you that I know nothing of any amendments made to the Draft General Regulations that were considered by the Conference held in Paris in December 1946. I should therefore be obliged if you would let me know exactly what the present position is in regard to this matter. You send me the text of new Regulations—how am I to interpret this fact ? Is this document intended to be the basis of future negotiations with the W.F.T.U. ? I ask this question because if it is I cannot understand why the National Trade Union Centres are asked to notify their ratification of the document within three months. There is reason to believe that the representatives of the International Trade Secretariats will propose radical modifications of the text, since as far as I can see no notice whatsoever has been taken of the objections they raised to previous drafts.”

The following reply was received dated July 7 :—

“ I have received your letter of July 5, and hasten to send, for your information :—

“ (1) The printed report on the question of the Trade Departments, submitted to the General Council meeting in Prague.

“ (2) The supplement attached to this report and also submitted to the General Council.

“ It is this second roneographed document, containing the amendments made to the draft General Regulations included in the printed report, that was considered by the Executive Committee in Prague, and the result of which was the last text which we sent you with our circular of June 25 last.

“ It is true that this text has now been sent to the National Centres for ratification, and that it will be the basis for the negotiations between the W.F.T.U. and the I.T.S. We see no contradiction in this procedure. While a decision of the General Council binds the W.F.T.U., National Centres have the right—under Paragraph 5 of Article 4, which guarantees their autonomy—to announce within three months their disagreement with the decision come to.

“ What is going to happen ? A delegation of the W.F.T.U. is to meet without delay the Consultative Committee set up on the occasion of the Conference of I.T.S. in Paris in December 1946 (eight representatives of the I.T.S., one of the U.S.S.R. and one of the C.I.O.). At this meeting the delegates of the W.F.T.U. will discuss the matter with the Consultative Committee, and will explain the reasons which led the General Council to approve *unanimously* the present text of the General Regulations.

“ We sincerely hope to be able to convince the representatives of the I.T.S., as we have convinced all the members of the Executive Committee and General Council of the W.F.T.U., that the proposed solution is, taking into consideration all the circumstances, the most feasible one.

“ After all, since the question has been considered by all the National Centres and all the I.T.S. it can be said that those concerned are familiar with the question in all its aspects and had many opportunities of considering the meaning and scope of the decision that was to be come to at Prague. All the organizations—or nearly all of them—that belong to the I.T.S. are represented in all the General Councils or Management Committees of the National Centres that participated in the Prague decisions. The fact that unanimity was reached in Prague is, in my opinion, a sufficient indication that the representatives of the separate trade unions in each country have authorized their national representatives at the meeting of the General Council in Prague to take part in the decisions as they have done.

“ We think we are entitled to assume, therefore, that these representatives of the separate trade unions will also approve the draft through their international trade representatives.

“ In any case, we will await the meeting of the W.F.T.U. delegation with the Consultative Committee of the I.T.S., to see whether our favourable forecast is fulfilled.”

This letter, of course, threw no light whatsoever on the matter at issue, and was clearly evasive, so on the instructions of the Management Committee a circular was issued to affiliated unions explaining that the Executive Committee and General Council would review the position and pointing out that under the decision of our Zurich Congress in May, 1946, the question of the integration of the I.T.F. in the W.F.T.U. was one which could only be decided by a Congress of the I.T.F.

With a view to ascertaining what income the proposed Transport Workers' Trade Department would be able to get from the W.F.T.U., we had previously asked that body to let us know the approximate membership of the W.F.T.U., classified according to the Trade Departments into which it was proposed to divide it ; and also the sums actually being paid by the national centres in affiliation fees. In reply we were told that the W.F.T.U. was unable to give the information as to the prospective

membership of the trade departments, while as far as the affiliation fees were concerned no figures were given, but only a reply in very general terms.

On July 16 the W.F.T.U. called, for August 18 and 19, at its headquarters in Paris, the first meeting of the Consultative Committee which had been set up in December 1946. This meeting was presided over by Arthur Deakin (President of the W.F.T.U.), and attended by L. Saillant (General Secretary of the W.F.T.U.), Walter Schevenels and M. Faline (Assistant General Secretaries of the W.F.T.U.), S. Rostovsky (Russian Council of Trade Unions), M. Ross (C.I.O.), E. Bell (accompanying A. Deakin), J. W. van Achterbergh (vice R. Coppock, Building and Wood Workers), M. C. Bolle (Public and Civil Servants), G. Chester (Boot and Shoe Operatives), K. Ilg (Metal Workers), J. H. Oldenbroek (Transport Workers), W. Spiekman (Salaried Employees) and J. Stott (Textile Workers). The representative of the Miners' International Federation did not attend. The meeting had before it the General Regulations for the I.T.D. adopted at Prague.

By questions and answers it was finally elicited that these Regulations were still open for amendment, though of course any amendments suggested would have to be approved by the Executive Bureau or Executive Committee of the W.F.T.U.

There was a full discussion on the different clauses of the Regulations, from which it emerged that the following are still the main points of disagreement between the W.F.T.U. and the I.T.S.

(1) The conditions under which a trade union not belonging to a national centre affiliated to the W.F.T.U. would be allowed to join a trade department.

(2) The subordination of the governing bodies of the trade departments which follows from the provision that they are finally accountable to the General Council of the W.F.T.U. for their activities.

(3) The insistence of the W.F.T.U. that the offices of all the trade departments must be located at its headquarters, and that exceptions can only be allowed with the approval of its Executive Bureau.

(4) The insistence of the W.F.T.U. that the finances of the trade departments shall be governed by its Executive Bureau.

(5) The W.F.T.U. insistence that all elections of officers of the trade departments shall require to be ratified by its Executive Bureau.

No assurance was given that the I.T.F. would be allowed to retain its name after its integration in the W.F.T.U., though it was suggested that this might be a matter for agreement between the Executive Bureau of the W.F.T.U. and the trade department concerned.

There were many points of difference, of course, but these were the main ones. A difficulty which constantly arises in all the negotiations is the question-begging assumption on the part of the representatives of the W.F.T.U. that the abdication and integration of the I.T.S. is a foregone conclusion, and not a matter for negotiation, in their mutual interest, between bodies which are sovereign in their own particular sphere.

On the instructions of the Executive Committee of the I.T.F., Mr. Oldenbroek enquired whether the officers and staff of the I.T.F. would be taken over in the event of integration. The reply given was that, as

in the case of the I.F.T.U., all employees who applied for it would be given priority for employment; but that the election of officials would be a matter for the trade departments concerned. Should they not be elected however, the W.F.T.U. would help them to find equitable alternative employment.

Mr. Oldenbroek again asked for information as to the number of members the different trade departments would have, and the actual contributions that were being received in respect of the different trades, so that the I.T.S. might be able to assess the financial consequences of integration. Mr. Saillant said that the data would be made available three months before the constituent conference of any trade department, but the Chairman (Mr. Deakin) ruled that the I.T.S. were entitled to the information, and that it should be collected without delay.

Up to the time this report is being written another nine months have elapsed, but the information has not been received, so it is not possible to say what would be the financial effect of integration.

With regard to finance generally it was stated at the meeting that after the formation of the trade departments the national centres were expected to raise their contribution from £2 to £4 per thousand members. No department was to draw more than £2 per thousand members from the W.F.T.U., however, so that where the W.F.T.U. decided that a trade department would require less than £2 the balance would go to swell the finances of the W.F.T.U. itself.

A report of this meeting was given to the Executive Committee of the I.T.F. when it met in Washington on September 22, 1947. The Executive was greatly concerned at the way in which the negotiations had been handled by the W.F.T.U., as it seemed to suggest that it was determined to impose its own will. The Executive Committee consequently adopted, unanimously, the following resolution :—

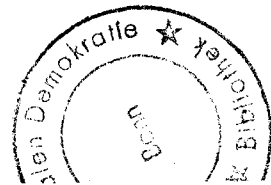
“ The Executive Committee of the International Transport Workers' Federation, after discussing the relations with the World Federation of Trade Unions, notes the following facts :—

(1) The W.F.T.U. Congress of October 1945 decided that the relations between the W.F.T.U. and the International Trade Secretariats were to be the subject of negotiations between the W.F.T.U. and the I.T.S.

(2) The protracted negotiations between the W.F.T.U. and the I.T.S. have not contributed to narrowing the gap between the divergent points of view.

(3) The General Council of the W.F.T.U. has adopted a set of general regulations governing the activities of the Trade Departments to be set up by the W.F.T.U.

(4) The W.F.T.U. has submitted these regulations to the National Trade Union Centres for ratification and by so doing has resorted to a procedure aimed at placing the I.T.S. before an accomplished fact. The E.C. deplors this action and is of the opinion that the question of international organization by trade or industry is one to be decided by the individual organizations concerned themselves and invites the affiliated organizations to insist on their right to decide for themselves in this matter.



The Executive Committee recalls that it has been instructed by the Congress of the I.T.F., in its session of May 1946, to negotiate with the W.F.T.U. and to submit the draft of a possible agreement to a reconvened session of the Congress in conformity with the principles of trade union democracy.

The Executive Committee instructs the Secretariat to submit a full report to the affiliated organizations on the development of the relations with the W.F.T.U.”

The Executive Committee decided that this resolution should be published. It did so after mature consideration, and with very great reluctance, for during the two years which had elapsed since the foundation of the W.F.T.U. the I.T.F., though far from satisfied with the way in which the W.F.T.U. was dealing with the matter, had scrupulously refrained from engaging in any public controversy about it. It is to be regretted that certain people who were fully aware that the W.F.T.U. was all the time itself unable to come to an agreement internally should have been less delicate in the matter, with the result that the I.T.F. has been constantly subjected to public attacks throughout the world, especially by the Communists, who demand the unconditional abdication of the I.T.S., and accuse them of disrupting the “unity” of the International Trade Union Movement. And it has not stopped at that, It is very clear that pressure has been exerted on transport workers’ unions in which the Communists have influence, to induce them to leave the I.T.F. Further particulars are given in a later page of this report.

The matter again came up for discussion at the meeting of the General Council of the I.T.F. that was held in London from November 25 to 27, 1947. In the meantime the W.F.T.U. was being urged to call conferences for the purpose of setting up its international trade departments whether the international trade secretariats agreed or not. The General Council gave its full support to the steps taken up to that time by the Executive Committee, and unanimously adopted the following resolution :—

“The General Council of the I.T.F., meeting in London from 25 to 27 November, 1947 ;

“Having considered the question of the relations between the W.F.T.U. and the International Trade Secretariats ; and

“Having taken cognizance of the report presented on the subject by the Secretariat of the I.T.F., and of the decision reached by the Executive Committee of the I.T.F. at its meeting in Washington in September 1947, which

“Deplored that the negotiations between the W.F.T.U. and I.T.S. had so far not produced agreement on any of the main points at issue, and that the W.F.T.U., without awaiting the outcome of the negotiations, had thought fit to adopt final regulations for the proposed International Trade Departments, and thus sought to confront the I.T.S. with an accomplished fact ; and

“Recalled that the final decision with regard to the absorption of the I.T.S. rested with these bodies themselves, and that in particular, the

Governing Bodies of the I.T.F., under their terms of reference, had to report back on the subject to the next Congress of the I.T.F. ;

“ Commends and endorses the Washington decision of the Executive Committee of the I.T.F. and the policy and procedures followed by the I.T.F. representatives ;

“ Authorizes the Secretariat of the I.T.F. to resume negotiations on the issue if approached to that effect by the W.F.T.U. ; and

“ Instructs the Secretariat, should the W.F.T.U. proceed to convene over the head of the I.T.F. a conference of transport workers' unions with the view of forming an International Trade Department, to recommend affiliated unions to refrain from participation in the conference.”

With a letter dated December 8, 1947, the W.F.T.U. sent us the latest draft of the Regulations,* representing the “ final decision ” of the Executive Bureau, with an invitation to attend a meeting of the W.F.T.U. delegation with the Consultative Committee of the I.T.S. on January 12, 1948, and a conference between the W.F.T.U. and representatives of all the I.T.S. on the 13th, for the purpose of seeking “ agreement about the contemplated preparations for the early convening of the constituent conferences of the trade departments.” On December 23 a telegram was received from the W.F.T.U. cancelling these meetings. Up to the date when this report was written no further communication of any kind had been received, not even a confirmation of the telegram.

In the meantime we had had an opportunity of carefully analysing the text of the new draft, and since it contained no substantial changes compared with earlier texts, a letter was sent to the W.F.T.U., on February 13, stating that we could see no useful purpose in continuing the discussions.

At the initiative of Mr. Bolle of the International Federation of Public and Civil Service Employees, a meeting took place in London on March 12, 1948, of the members representing the International Trade Secretariats on the Consultative Committee. The meeting came to the conclusion that the final draft of the Regulations adopted by the W.F.T.U. was unacceptable. It was decided to advise all the I.T.S. of this view and to ask them to continue their activities and to support one another in their work. Further it was decided that no I.T.S. should enter into separate negotiations with the W.F.T.U., while finally it was felt that the I.T.S. should consult one another in the case of certain matters of policy, such as the European Recovery Programme, the admittance of German unions or the unions of the French Force Ouvrière tendency, participation in the work of the industrial committees of the I.L.O., etc.

REPERCUSSION OF I.T.F./W.F.T.U. RELATIONS

The information given in this chapter would in normal circumstances have appeared in the report under another heading, since it has to do with relations with organizations affiliated or formerly affiliated with the I.T.F., but all the events described are so closely bound up with the attempt by the Communists throughout the world to force the I.T.F. to agree to unconditional dissolution and integration of its membership in the W.F.T.U. that it most necessarily be considered by the Congress in connection with the problem of I.T.F./W.F.T.U. relations.

* This final draft forms an addendum to this Chapter.

Everywhere in the world the endeavours of the I.T.F. to safeguard the interests of its members, and its insistence that only its members can decide whether it shall be integrated in the W.F.T.U., are construed in Communist or Communist-controlled circles as manifestations of opposition to the "unity of the trade union movement." Often this finds open expression, notably in the case of the French trade unions, but whether expressed or not, all organizations controlled by the Communists act upon that assumption, as the following review will show.

France

Before the war there were four organizations in France affiliated to the I.T.F., the Railwaymen's, Seamen's, Dockers' and Road Transport Workers' Federations. Now there are none. In all cases the breach is due to Communist influences and Communist resentment at the fact that the Executive Committee of the I.T.F. has refused to violate the democratic rights of its members and allow the organization to be hustled into unconditional integration in the W.F.T.U. The I.T.F. deserved better of its French unions, since it gave them a considerable amount of money during the war to help them resist, and after the war to help in the reconstruction of the Seamen's Union.

(a) *Dockers' and Railwaymen's Federations*

With the Dockers' and the Railwaymen's federations normal relations were never re-established following the war. The Railwaymen's Federation made the resumption of relations dependent upon speedy absorption by the W.F.T.U. while the Dockers' Federation said nothing at all. Neither sent delegates to the Zurich Congress, and neither has paid any affiliation fees.

The Dockers' Federation was nevertheless invited to take part in the two International Dockers' Conferences we organized in Antwerp at the end of August 1946. Without accepting or declining the invitation, they enquired as to the relations of the I.T.F. with the W.F.T.U. We made it clear that these were the subject of negotiations in the course of which the I.T.F. representatives were guided by the instructions given, in a democratic manner, by the Zurich Congress,; and that in the meantime both the W.F.T.U. and the I.T.F. were in full agreement that the work of the I.T.F. should continue undiminished, a fact which placed upon transport workers' unions the duty to maintain their association with the I.T.F. and pay their contributions. No reply was received and no delegates were sent to the Conferences.

It is interesting to note, however, that the Dockers' Federation allowed its Rhine Navigation Section in Strasbourg to take its full share in the international work for this group of workers, which is directed entirely by the I.T.F. and its affiliated organizations.

(b) *Road Transport Workers' Federation*

With the French Road Transport Workers' Federation relations were resumed before the war ended. Mr. Ch. Garcias, General Secretary of the Federation, joined the Executive Committee of the I.T.F. in 1944 as substitute for Mr. Jarrigion, who resigned. He was formally elected to the Executive Committee at the Zurich Congress. On the Executive Committee he has always been in favour of unconditional integration of the

international trade secretariats in the W.F.T.U., and even tried to get the E.C. to accept integration without referring the matter to the Congress of the I.T.F. At the Zurich Congress he also pleaded unsuccessfully for immediate integration of the I.T.F. in the W.F.T.U. This he reported on July 10, 1946, to his National Committee in the following terms :—

“The results of this Congress were what we led you to expect : the leadership of the I.T.F. followed a policy that was in practice reactionary and opposed to that we and the C.G.T. supported within the W.F.T.U. committee. It can be said that things went at the Congress as we had expected, and that in clearly sustaining the position taken up by our National Committee with regard to the question of affiliation to the W.F.T.U., our French delegation played, at this International Congress, the revolutionary role ; but we were up against people who very were much less than that, and even some delegations, like the Belgian one, that were of a distinctly Fascist and Rexist character.”

His report also contained political attacks against the General Secretary of the I.T.F., the Dutch Labour Party and a part of the British delegation to the I.T.F. Congress.

Mr. Garcias stated further :—

“The Executive Committee of the W.F.T.U. has met in Moscow (June 1946), and as a result of a number of congresses the reactionaries opposed to the W.F.T.U. have gained some points, and a conference of international trade secretariats, which the W.F.T.U. had refused to organize, is to be held in Paris in August. It is nothing to be pleased about. I believe an attempt will be made there to lay the foundations of a rival organization to the World Federation of Trade Unions. The Executive Committee of the I.T.F. is to meet in Stockholm on August 12. I do not know whether it will be possible for me to go. I even fear not. In any case I will do even the impossible to attend the W.F.T.U. Conference, provided the delegations sent are not restricted to the point of making it possible for the Executive Committee to leave me out. But if the traditions of the past are followed, and the whole of the Executive Committee of the I.T.F. is sent to the Conference, I will go and will defend the point of view we have always upheld because we believe it to be the only right and reasonable one.”

In November 1946 we needed some French currency, and asked Mr. Garcias to place 80,000 francs (£166) at our disposal. In reply he informed us that his Executive had decided to suspend payment of affiliation fees to the I.T.F. until its integration in the W.F.T.U. was settled. We did not comment on this communication, and continued to regard him as a member of our E.C. The Management Committee even asked him to attend the W.F.T.U. Coal Conference of January 1947, together with Tofahrn, as representative of the I.T.F. At first he did not reply, but after we sent him a telegram he accepted the mission and duly attended the Conference.

On 31 January 1947 the General Secretary enquired, in a personal letter, whether Mr. Garcias intended to attend the E.C. meeting in Brussels on March 22. At the same time Mr. Garcias was told that the Secretariat's Report to the meeting would have to mention the refusal of his organization to pay its affiliation fees, and that the E.C. would

probably not take the matter lightly, and might consider disciplinary action. To this letter he replied, on February 10, in the following terms :—

“ Dear Comrade Oldenbroek,

“ I duly received your letter of January 31. For the reasons which follow I shall have to regret my inability to attend the meeting on March 22 and 23 in Brussels.

“ The resolution of our Congress at Montreuil in November 1945, the arguments I put forward in my speech at the I.T.F. Congress at Zurich and the recent decision of our Executive Committee made it abundantly clear what position we should take up if the policy of opposition to the W.F.T.U. should get the upper hand.

“ I willingly recognize that your personal policy and that of a few other friends has been successful in placing us in the position in which we are. And you know very well that the fact of being in a minority would not influence us in any way.

“ But as I have always declared since July 1945 in London : faced with the necessity of choosing between our National Centre and the W.F.T.U. and opposition to the W.F.T.U., we have chosen. We will stay, therefore, with our General Confederation of Labour and with the W.F.T.U., and we refuse to remain affiliated with and pay contributions to an organization whose principal activity during the last two years has consisted in endeavouring to crystallize all opposition to the World Federation of Trade Unions.

“ When the I.T.F. stops following this policy we will all find ourselves together once more in the Trade Department of the W.F.T.U., for the greater good of the transport workers of all countries, whose interests, and those of world trade-unionism, we put in the forefront.

“ This letter will spare the Management Committee and Executive Committee the necessity of wasting precious time in trying to discover the most elegant method of getting rid of our recalcitrant organization.

“ Receive, dear Comrade Oldenbroek, with my regrets and hopes, the assurance of my trade union feelings.

(sgd.) Ch. Garcias,
General Secretary.”

The relevant part of the Montreuil resolution of November 1945 mentioned in the letter reads as follows :—

“ The Congress hopes that the negotiations on the transformation of the I.T.F. into a Trade Department forming part of the World Trade Union Federation will not be unduly protracted, and that the integration will be effected as soon as possible and as from the I.T.F. Congress in Zurich in May 1946.

“ The Congress instructs Comrade Garcias, member of the Executive Committee of the I.T.F., and the Federation’s delegates to the Zurich Congress, to make any proposals necessary to ensure that the great family of transport workers shall become, without constraint and without reserve, the most active and closely attached section of the World Trade Union Federation.

“ The delegates are instructed to fight energetically any proposal that might have the effect of delaying the complete integration of the

transport workers in the World Trade Union Federation, of **weakening** the latter or of hindering the achievement of complete unity of all transport workers' organizations throughout the world, or of world trade union unity within the World Trade Union Federation.

“The Transport Workers of France, who are proud to belong to a National Trade Union Centre which enjoys great prestige in the W.F.T.U., cannot agree to be placed in an ambiguous position on account of the I.T.F., with which they are anxious to remain affiliated at the same time as with their national T.U.C. for consistent action by the World Trade Union Movement.”

In a reply sent on the instructions of the Executive Committee meeting held in Brussels on March 22, we pointed out that misrepresentation breach of obligations and attempts to usurp a right of veto against decisions democratically arrived at were not calculated to enhance prospects of future collaboration, or of good relations in the eventuality of the integration of the I.T.F. in the W.F.T.U.

Mr. Garcias appeared at the I.L.O. Transport Conference in Geneva in May 1947 as French Workers' Delegate. He put forward two resolutions without consulting the Workers' Group, with the obvious intention of trying to weaken the lead the I.T.F. was giving to that Group. He was, however, so severely told off by an Australian delegate (not belonging to the I.T.F.) that he repeatedly offered apologies, after which the Group was prepared to consider his resolutions and support them after making substantial amendments.

On November 4, 1947, we wrote once more to the Federation to ask whether they intended to comply with their financial obligations towards the I.T.F., to which they owe affiliation fees for the years 1946 and 1947 (amounting probably to some £2,000). We also asked to be refunded a sum of 300 Swiss francs which they borrowed to cover the expenses of their delegates to our Zurich Congress. Mr. Garcias replied as follows:—

“Comrade Oldenbroek,
London.

Dear Comrade,

“I have received your letter of November 4, with copy of the letter addressed to the E.C. of our Federation.

“My letter of February 10 last still meets the case, I think, particularly as the personal policy which you are imposing on the I.T.F. does nothing, if I may say so, but expand and grow in beauty. All of which only serves to confirm all your public and secret activities against the W.F.T.U., from the Executive Committee resolution of September 22 last to the arguments furnished to the anti-trade-unionist propaganda rag that the A.F. of L. and its White Russian editors distribute so lavishly in working class circles—a policy which I continue to regard as regrettable from every point of view, particularly for the I.T.F., which has better things to do than to come forward as champion of American imperialism, the expansionist drive of which threatens the economic independence of all those countries which have been ruined by the war, as well as constituting a threat to the peace of the world.

“ This situation constitutes a most serious danger to the standard of living and political and trade-union liberties of the workers, and more particularly the transport workers. If they are to resist threats on this scale, the workers need to be ever more united and better organised, both nationally and internationally.

“ Any action taken against international unity, against the W.F.T.U., weakens the cause of the workers and intentionally or unintentionally serves the cause of the enemies of trade-unionism, at the head of whom the President and Government of the American imperialist trusts, and the hirelings of the A.F. of L., are resolutely placing themselves.

“ As regards the payment of affiliation fees, I beg you to refer to the sixth paragraph of my letter of 10 February 1947. As regards the repayment of the 300 Swiss francs advanced to us on the occasion of the Zurich Congress, we will deduct the amount from what we paid out for your account on the occasion of the General Council meeting of the I.T.F. held in Paris and on several other occasions, and for which, allowing for the affiliation fees up to 10 February 1947, we about break even.

“ Finally, I send my greetings to the General Council of the I.T.F., and hope—without much expectation, however—that it will decide to amend the policy of the I.T.F. and hasten the setting up of the Trade Department of the W.F.T.U. in which we will be able to pursue the right economic and social policy which the transport workers of the world are calling for.

“ In spite of the endeavours to twist the facts of the case, the other questions, as you very well know, can be easily settled when we are in agreement on the essential point : the International Trade Department of the W.F.T.U. which could have nearly ten million members and be one of the strongest and most militant of the trade departments.

“ But this can only be done within the W.F.T.U.

“ I still regret that too many of the leaders of the I.T.F. refuse to consider the problem from this essential point of view.

“ Assuring you, dear comrade, of our trade union feelings,

For the Federation,
The General Secretary,
(sgd.) Ch. Garcias.

The General Council, when meeting in London in November 1947, decided to expel the organization from the I.T.F. for failure to meet its obligations.

(c) *Seamen's Federation*

Relations with the French Seamen's Federation and its General Secretary, Mr. Ehlers, were most cordial and fruitful up to the time of its Congress in Paris on September 3, 4 and 5, 1947, which adopted the following resolution :—

“ International affiliation ”

“ Whereas the general regulations for the Trade Departments of the W.F.T.U., adopted by its General Council at Prague in June last, gives the existing Internationals all the necessary guarantees to allow of their entering that body as International Trade Departments ;

“ Whereas the I.T.F., leaning on the decisions of its Congress in

Zurich in May 1946, has just reminded affiliated organizations, in a letter from its general secretary, that the next I.T.F. Congress alone will have the right to decide for or against its integration in the W.F.T.U. ; and

“Whereas this procedure can only have the effect of delaying the constitution of the Trade Departments within the W.F.T.U., when everything ought to be done to strengthen the unity of the latter, particularly at a time when the most elementary freedoms are being endangered in certain countries ;

“The Congress, after having considered the negotiations which have taken place between the W.F.T.U. and the I.T.F. over the integration of the latter in the W.F.T.U. in accordance with its Rules, and particularly Article 13 of the same, decides :—

“ (1) That the Federation shall withdraw from the I.T.F. after meeting its obligations ;

“ (2) That its Bureau shall ask the W.F.T.U. to call an urgent meeting of the transport workers’ unions belonging to the national trade union federations affiliated to it, for the purpose of constituting an International Transport Workers’ Trade Department.”

At the same time, the Congress elected as General Secretary the Communist A. Gruenais in succession to Mr. E. Ehlers, who retired owing to age. The new General Secretary communicated the resolution quoted above on September 23 with the following comment :—

“Our Federation considers that the international unity of the trade union movement is an imperative necessity if it is desired to avoid that by its dispersion and incoherence, the international trade union movement be reduced to impotence, as it was in the time of the I.T.F.U. Our Federation has taken this decision after a thorough analysis of these lessons and with the conviction that in so doing it will contribute to the rallying of the transport workers in the W.F.T.U.”

In acknowledging this resignation we naturally pointed out the undemocratic concept lying at the basis of the resolution which condemns the I.T.F. Management and Executive Committee for observing a decision of the supreme authority in the I.T.F.

This estrangement is, of course, nothing but a reflection of a general trend in the French trade union movement since the Communists took over control there. It does not, however, reflect the views of all the French trade unionists, and a number of opposition movements grew up inside the trade unions during the last couple of years. As a result of a disastrous strike declared by the French C.G.T. in December 1947 this opposition came to a head, and a substantial body broke away from the C.G.T. and founded a new national centre known as C.G.T. Force Ouvrière. (Five of the organizations belonging to this body, the Fédération Nationale de la Marine Marchande (seamen), the Fédération Nationale des Ports et Docks de France, Colonies et Protectorats (dockers), the Fédération Nationale F.O. des Transports (road transport workers), the Fédération Syndicaliste Confédérée des Travailleurs des Chemins de Fer de France et d’Union Française (railwaymen) and the Fédération des Travaux Publics et des Transports (public works and transport) applied for affiliation to the I.T.F. and were admitted by the Executive Committee at its meeting in Luxembourg on April 4 and 5, 1948).

Poland

At the Zurich Congress the delegate (A. Kolodziej) from the Polish Transport Workers' Union was seated, in spite of the fact that the Union had not paid its affiliation fees, after he had given assurances to the Credentials Committee that on his return to this country his Union would pay these fees. Nothing more was heard from him, nor from his Union, after his return.

In spite of this we invited the Union to send a delegate to our International Seafarers' Congress held in London on October 28, 1946. In reply they asked that their representative be admitted as an observer, as they had not yet been able to come to a decision about their continued affiliation to the I.T.F. We granted their request, and their delegate duly attended.

To a subsequent reminder about the assurances given by their delegate to the Zurich Congress no reply was received.

In addition to seating the delegate from the Polish Transport Workers' Union, our Zurich Congress decided to keep a seat vacant for Poland on our General Council. As the Polish Railwaymen's Union was the larger of the two Polish Unions affiliated to the I.T.F. before the war, we invited them to appoint a member of the General Council, and to make their affiliation effective. Here again no reply was received.

The then President of the Polish Railwaymen's Union took part in the meeting of the General Council of the I.T.F. held in Paris on the occasion of the World Trade Union Congress in September and October 1945, at which the W.F.T.U. was constituted. Since then all communications with this union have remained unanswered, except for one in which we asked for certain technical data, and in this case the reply came not from the Union, but from the Polish Trade Union Commission. We informed the Commission that representatives of the Polish railwaymen would be welcome at our Railwaymen's Conference in Brussels, provided that the Union were willing to resume normal relations with the I.T.F. No reply was received.

At the I.L.O. Inland Transport Conference in Geneva in May 1947 advantage was taken of the opportunity to contact the Polish delegates, Messrs. Orcinsky and Zukowski, officials of the Transport Workers' and the Railwaymen's unions respectively. They declared that their unions realized the importance of taking part in the work of the I.T.F. and they promised that they would see that the matter was discussed in the near future. A letter to one of them, the Vice-President of the Polish Railwaymen's Union, later brought the following reply from Warsaw, dated July 18, 1947, and signed by both the Vice-President and the General Secretary :—

“ I am very sorry you did not find me at the Bernin Hotel in Geneva, but unfortunately the business we had to do at Zurich did not allow us to return earlier.

“ As regards the affiliation of our Federation to the I.T.F. our attitude is still the same as we explained at Geneva, that is to say that we shall be glad to co-operate with you, but within the framework and in accordance with the policy of the World Federation of Trade Unions. We regret that

there are difficulties of a nature unknown to us which prevent you from starting this co-operation within the framework of the Trade Departments of the W.F.T.U. It cannot be denied that the whole of transport, together with its workers, are the losers by this situation.

“As requested in your letter, I have checked up with our national trade union centre as to whether they received your letter and whether they replied. I was informed that the Central Commission of Polish Trade Unions had already defined its attitude towards this problem, and had communicated it to Comrade Oldenbroek. Consequently the Central Commission sees no need today to revise its attitude ; on the contrary it maintains this attitude in conformity with the resolutions adopted by the General Council of the W.F.T.U. at Prague in June last—which is why it did not write to you further on the subject.

I hope that this situation will resolve itself soon, and that after the organization of the Transport Trade Department of the W.F.T.U. we shall be able to co-operate effectively for the good of transport as a whole.”

Czechoslovakia

The Czechoslovak Trade Union Council—a centralized organization in which the individual trade unions enjoy only limited autonomy—stated its policy with regard to the I.T.S. in its journal on May 23, 1946. We quote from the statement :—

“It is necessary to liquidate as soon as possible all former international trade union organizations, particularly the International Trade Secretariats, and merge them with the W.F.T.U. Almost all these trade secretariats understand the necessity of such affiliation.”

“All International Trade Secretariats, about 14, are holding frequent conferences dealing with their liquidation and affiliation to the W.F.T.U. But not all countries are represented in these Secretariats. It is therefore the task of those who are members to participate in these international meetings and to plead for early affiliation to the W.F.T.U.

“The Czechoslovak unions have worked well towards this end. The Trade Secretariat of the Mine Workers has held three meetings since the foundation of the W.F.T.U. and it will be the first one to be transformed into a Trade Department of the W.F.T.U. The Trade Secretariats of the Transport Workers, Building and Wood Workers, Agricultural Workers, Textile Workers, Metal Workers, etc., will follow. It is our duty to attend all meetings of these Internationals and follow the general policy of the W.F.T.U. in order to enable it to perform its great task without difficulties.”

But the Communist-controlled Transport Section of the Czechoslovak T.U.C. did not apply this policy in practice.

At its meeting of January 1946 the Executive Committee received a delegation from the Czechoslovak Trade Unions. The question of the affiliation of the Transport Section of that Council was raised, and assurances were given that on the resumption of relations with the I.T.F. their affiliation would be considered as not having been interrupted by the war. Subsequently, in a letter of February 5, 1946, they offered to resume relations with the I.T.F. on condition they were exempt from payment of affiliation fees for the years of Nazi occupation. They offered £1,600

in payment of affiliation fees due since the liberation of Czechoslovakia and the reconstruction of the trade unions. The Secretariat replied that the I.T.F. agreed to their claims and proposals and the organization was duly invited to attend the I.T.F. Congress in Zurich. But no communication was received between February 5 and the I.T.F. Congress. A telegram sent on March 26, enquiring the names of their delegates, remained unanswered.

Nevertheless the Zurich Congress considered the organization as effectively affiliated with the I.T.F. and in accordance with the new Rules attributed to it a seat on the General Council. We duly communicated this decision to the organization, requesting it to appoint its delegate and to make its affiliation otherwise effective. Our communication remained unanswered. A reminder elicited the statement (in a letter received in January) that the Czechoslovak T.U.C. awaited orders from the W.F.T.U. We explained, of course, that no orders to resume relations with the I.T.F. would or could be given by that body, and that the Transport Workers' Section of the Czechoslovak T.U.C. must decide for itself what it intended to do. No reply was received.

In April 1947 the Assistant General Secretary, when travelling to the Austrian Railwaymen's Congress, paid a visit to the Transport Section of the Czechoslovak Trade Union Council and was given a most cordial reception.

To the question as to what prevented the re-establishment of normal relations between Czechoslovak transport workers and the I.T.F., the reply was: "We transport workers do not wish to follow an international policy that is different from that of all the other sections of the Czechoslovak T.U.C." (This assertion is untrue. Clerks, Public Employees, and probably also others, rejoined their I.T.S. and paid affiliation fees. Probably Communist influence was not so strong in these unions). "When the question was considered some time in the winter of 1946, it appeared that most sections reckoned with the speedy establishment of Trade Departments in the W.F.T.U. We then thought that there was no necessity to establish relations with the I.T.F., as we hoped to have soon a Transport Department in the W.F.T.U. We want that Department established as quickly as possible and hope that the Prague meeting of the General Council of the W.F.T.U., in June 1947, will settle the question."

Searching questions were put as to the state of negotiations between the W.F.T.U. and the I.T.F. After a full explanation, the question was asked "When will the transformation of the I.T.F. into a Trade Department materialize?" The reply given was that no one could foretell, but that the chances were that several years would elapse. The reason given for that guess seemed to make an impression.

With regard to the scope, powers and functions of the W.F.T.U. Trade Departments, the Czechs explained that they wanted a form of organization that would ensure harmony between the Transport Department and the Executive of the W.F.T.U. in all matters of general trade union policy, but that for the rest the Department should have the fullest autonomy. It was pointed out to them that this conception was for all intents and purposes identical with that of the Executive Committee of the I.T.F. It was also pointed out that some sections in the I.T.F. would

prefer the old system, i.e., material independence of the W.F.T.U. and moral alliance with it, but that the adoption of a form of organization implying something else than complete independence would not be an automatic process and that the Czechs could plead for their ideas if they were inside the I.T.F. and had a right to vote at the Congress—which must have the last word—and that they could not influence opinion from outside. The I.T.F. spokesman also said that while it is appreciated that the Czechoslovak Transport Workers do not wish to ask their T.U.C. for special treatment, it must be pointed out, too, that Czechoslovak bakers', brewers' and hatters' trade unions can afford better than transport workers' unions to be kept for years on end away from international trade union activity.

The reply was that Czechoslovak transport workers eagerly wished to take part in international trade union activities. They had not realized that the prospects were viewed so differently from what they had been led to assume. They still wished to await the result of the Prague meeting of the W.F.T.U. in order to be informed also of the national T.U.C.'s views on the creation of Trade Departments in the W.F.T.U. After that they would have to reconsider the matter, in consultation with the International Department of the Czechoslovak T.U.C.

The Prague meeting of the W.F.T.U. duly took place, but nothing further was heard from the organization. In the meantime, of course, Czechoslovakia has fallen completely under Communist domination, so that all hopes of bringing the Czechoslovak transport workers back to the I.T.F. must be given up for some time.

Prior to the Communist coup Social Democratic trade unionists in Czechoslovakia were organizing to defend themselves and the trade unions against Communist control. The Social Democratic Party had set up its own "Industrial Political Groups." The Group of most recent creation was that of Railwaymen. It was set up in Prague on September 23, and a national constituent assembly was held on October 11 and 12, 1947, under the chairmanship of Mr. Stanek, the "pensioned off" chief official (President) of the former Railwaymen's Union which was affiliated with the I.T.F.

At that conference, the Czechoslovak T.U.C. and its Transport Section came in for severe criticism because they had failed to press the legitimate wage claims of the railwaymen against the Communist Minister of Finance. The Railwaymen's Section of the Social Democratic Industrial Political Organization undertook to do what the Trade Unions failed to do : to fight for the legitimate claims of the railwaymen. The organization intended further to work for the elimination of the defects of the unified trade union movement, one of which was inadequate representation of the Social Democrats in the leadership of the Transport Workers' Union. At a meeting of the General Council of the T.U.C. the work of the leadership was subjected—for the first time since the war!—to "frank and constructive criticism." One of the reproaches was partiality, in all matters of general interest, for the Communist Party, and one claim was "greater decentralization of the organizational structure."

Hungary

The Hungarian unions of tramwaymen and transport workers which were formerly affiliated with the I.T.F. have not yet resumed relations

with us. We had occasion to correspond with the newly created Railwaymen's Union on the question of wages and conditions of railwaymen in Great Britain and took advantage of the opportunity to raise the question of affiliation. To this letter we received no reply, but from private reports we know that the question of affiliation was discussed in the Railwaymen's Union. The Union was strongly advised against affiliation by the Communist General Secretary of the T.U.C., Mr. Kossa.

Kossa was between the wars a tram conductor by trade and the leader of the Budapest Tramwaymen's Union. He therefore knows the I.T.F. well and his opposition to relations is likely to be dictated by his desire to speed up the creation of a Transport Department within the W.F.T.U.

On August 17, 1946, the Swiss Railwaymen's Union was visited by a delegation from the Hungarian Railwaymen's Union, which came to ask for relief. The Swiss Union referred the matter to the I.T.F., but the Hungarian Union did not approach us. The same delegation also went to Sweden and obtained there a quantity of surplus military uniforms and boots which were paid for out of a Relief Fund set up during the war by the Swedish Railwaymen.

The question of affiliation with the I.T.F. has been discussed by the Union. The supporters of the principle of unconditional integration of the I.T.F. into the W.F.T.U. prevent any contact with the I.T.F. Their strength is derived from factors outside the control of the Union's members. The supporters of affiliation to the I.T.F. are hopeful that the situation will change in the near future, meaning presumably when the Soviet Army withdraws.

Italy

In a letter dated September 22, 1947, Mr. Sardelli, our representative in Italy informed us that the General Confederation of Italian Labour had given orders to the Tramway and Road Transport Workers' Union to cease the payment of affiliation fees to the I.T.F. Communist influence in the C.G.I.L. being very strong.

Southern Pacific

Another case where we have felt the effects of Communist pressure to force the I.T.F. into unconditional integration is in connection with our plan to hold an international conference for the countries bordering the Pacific, which we had to give up partly because some of the organizations made their attendance conditional on the existence of "satisfactory" relations between the I.T.F. and the W.F.T.U. Fuller details are given elsewhere in this report.

THE INTERNATIONAL MARITIME LABOUR CONFERENCE AT SEATTLE, JUNE 1946

Mr. Oldenbroek attended the International Maritime Labour Conference at Seattle, nominally as Supernumerary Workers' Adviser to the Dutch delegation, though his expenses were not borne by the Dutch Government. This gave him an official status at the Conference. As at the preparatory conference at Copenhagen the I.T.F. took over the leadership of the Workers' Group and Mr. Jarman was chosen as its Chairman and Mr. Oldenbroek as Secretary. Particulars of the Conference will be found in the report of the Seafarers' Section.

INLAND TRANSPORT COMMITTEE OF THE I.L.O.

This Committee held its second session from May 6 to 16, 1947 in Geneva. The I.T.F. was invited to send two observers and was represented by Messrs. Oldenbroek and Tofahrn, who were elected Secretary and Assistant Secretary of the Workers' Group.

The Committee concluded its work by adopting a series of resolutions. One on employment calls for the maintenance of such a level of economic activity as will result in the maximum employment of transport workers and development of productive resources. It further advocates co-ordination of transport, facilities for placing workers seeking employment in transport, apprenticeship and vocational training schemes, provision of opportunities to qualify for higher positions and international exchanges of training instructors and trainees. A study of vocational guidance problems is to be undertaken. The I.L.O. was further instructed to study the problem of decasualization of dock labour with a view to working out internationally applicable principles.

The resolution on industrial relations is probably the most complete though concise statement of internationally valid principles made so far on this subject. It deals with freedom of association, the determination of conditions of employment, minimum standards, adjustment of disputes, conciliation and arbitration, right to lock-out and strike and finally machinery for co-operation between Labour and Management.

The two resolutions on labour statistics make a series of recommendations aiming at making statistics internationally comparable. A tussle between the employers' and workers' representatives ended with the adoption of a clause instructing the I.L.O. to prepare an economic analysis and a survey of existing economic transport statistics with a view to making these statistics more suitable for the study of social problems.

The contents of the resolution on Rhine Shipping are reported under the heading "Sectional Reports" (Chapter V.).

The I.L.O. has been instructed to consider the Convention on hours of work in Road Transport (1939) "with a view to ascertaining whether the Convention meets the requirements of the post-war situation." In other words, whether this Convention needs to be revised on the basis of a working week of less than 48 hours.

A resolution dealing with civil aviation calls for an enquiry into the conditions of employment in this industry and into existing or proposed schemes for co-ordination of air transport with other inland transport.

The conditions of employment and vocational training of juveniles employed in inland navigation are to be investigated and also the problem of the education of the children of families engaged in inland shipping.

There is to be an investigation into the problems raised by the employment of women in inland transport industries.

The I.L.O. was asked to convene its Committee on Automatic Couplings for the purpose of seeking ways and means to implement the resolution adopted in 1945, which asked that all new rolling stock to be used on European continental railways should be built with a frame capable of being fitted with automatic couplings at any future date.

The co-ordination of transport is to be studied by the I.L.O. in conjunction with other international transport bodies. U.N.O. must make the arrangements for the job to be done jointly. Until such arrangements are made, the I.L.O. is to consider "the influence of the structure of the transport industry upon conditions of labour and employment in this industry."

Another resolution recommends governments to provide for compulsory third party insurance for all transport industries except where other reasonable guarantees are provided.

It may be said that with its second meeting this Industrial Committee of the I.L.O. came into its stride. In dealing with the problems of Rhine navigation it has shown ability to tackle concrete problems and its programme of work contains some important problems of a very concrete character.

In the Workers' Group there prevailed a good team spirit and the help which the I.T.F. had been able to give to the Group was very much appreciated.

U.N. TRANSPORT AND COMMUNICATIONS COMMISSION

The Zurich Congress of the I.T.F. adopted two resolutions on the rehabilitation of the transport industry and on full employment and social security, both of which called for representations to be made to the United Nations. They were communicated to the Secretary General of the United Nations.

In the letter to the Secretary General of the U.N., the Secretariat of the I.T.F. stated :—

"We may add, though it is not expressly stated in the resolutions themselves, that it is the earnest desire of this Federation to be offered the opportunity of participating in the work involved, particularly as regards the rehabilitation of the transport industry. We therefore hope that it will be possible for you to recommend a procedure whereby representatives of the I.T.F. can attend the proceedings of the U.N.O. bodies concerned and thus make their contribution to finding solutions to the problems"

To this, the Assistant Secretary General for Social Affairs replied :—

"At the present time, no arrangements for consultation have been decided upon. However, the Committee on Arrangements for Consultation with Non-Governmental Organizations has this matter under consideration and it is thought that the Economic and Social Council will come to a decision on this matter in the very near future. Accordingly, it would be appreciated if you would fill in the enclosed form and return it, together with a copy of the constitution of your organization. The two resolutions which you enclosed will be brought to the attention of the Economic and Employment Commission and the Transport and Communications Commission of the Economic and Social Council."

The arrangements for consultation with the Social and Economic Council and its Commissions provided for "consultative status" for three different groups of organizations :—

(a) Organizations which have a basic interest in most of the activities

of the Council and are closely linked with the economic or social life of the areas which they represent. (The World Federation of Trade Unions, the International Co-operative Alliance and the American Federation of Labor come within this category).

- (b) Organizations which have a special competence but are concerned specifically with only a few of the fields of activity covered by the Council.
- (c) Organizations which are primarily concerned with the development of public opinion and with the dissemination of information.

The organizations included in category " b " are normally to be linked for consultation purposes with the particular Commission or Commissions with these fields of interest. In its relations with the Economic and Social Council the I.T.F. would be concerned almost exclusively with the work of the Transport and Communications Commission.

At its meeting of August 1946 the E.C. decided to apply for consultative status and to inform the W.F.T.U. of this action. (Organizations in category " a " have automatic access to all Commissions of the Economic and Social Council). On being informed of our application, the General Secretary of the W.F.T.U. offered us "access to the Transport and Communications Commission through the W.F.T.U., which has already means of being represented there." This procedure, he suggested, " would enable the I.T.F., pending the setting up of the Transport Department of the W.F.T.U., to work immediately under the authority of the W.F.T.U." The Secretariat, Management Committee and Executive Committee of the I.T.F., however, were of opinion that the I.T.F., whether acting as a Department of the W.F.T.U. or not, should in application of the principle of autonomy have consultative status in its own right. Consequently, the E.C. decided not to withdraw the application.

By a resolution adopted on March 28, 1947, the Economic and Social Council decided to grant the I.T.F. consultative status of category " b."

EUROPEAN TRANSPORT EXPERTS' CONFERENCE

At its meeting of March 1947 the U.N. Economic and Social Council set up an Economic Committee for Europe (E.C.E.). The E.C.E. called a conference of experts on European Transport to advise it on its task in the field of transport. This Conference met from May 27 to June 6, 1947, in Geneva.

By reason of the fact that the I.T.F. has laid down its own ideas with regard to European transport, the work of this Conference, was, in principle, of interest to us. Furthermore, as we seek recognition by all international agencies capable of dealing with matters of interest to us, it seemed appropriate to seize the first opportunity to lay claim, by an " acte de presence," to recognition by the new European transport body. Thirdly it seemed necessary to secure first-hand knowledge of the character, composition, state of mind and work of this first European transport conference of U.N.O.

Finally, Mr. Paul R. Porter, U.S. representative on the E.C.E., who had secured a decision allowing the I.T.F. to attend transport conferences

of the E.C.E., also considered it advisable that we should put in an appearance at the first meeting in order to give proof of our interest in the Transport Committee's work.

Consequently, the Assistant General Secretary attended the closing stages of the Conference from June 4 to 6.

The terms of reference asked for "recommendations with regard to functions and organizational structure of that part of the machinery of the Economic Commission for Europe which is to deal with transport." In the discussion and framing of these recommendations there was little discussion about transport. Legal arguments and hidden political preoccupations played an almost exclusive role in this constitution making. Transport problems were discussed only on the last day before the winding up of the Conference, when methods of completing the unfinished task of E.C.I.T.O. were considered. These problems seemed to embarrass the Conference considerably. On the one hand, for financial reasons which have their roots in politics, there was a determination to wind up E.C.I.T.O. On the other hand there was no possibility of creating the planned European Transport Committee (E.T.C.) and set it going before the end of September, 1947, the date fixed for the dissolution of E.C.I.T.O. So the Conference left the door open for E.C.I.T.O. to continue to function until the E.T.C. could take over.

EUROPEAN TRANSPORT COMMITTEE

This is a subsidiary body of the Economic Commission for Europe. It is consultative and advisory. Its purposes are to :—

- " (1) Provide a forum for the discussion among governments of subjects of common interest in the field of inland transport in Europe.
- " (2) Stimulate international co-operation in the field of inland transport.
- " (3) Promote agreement between governments on long-term inland transport policy in Europe.
- " (4) Complete the essential tasks of E.C.I.T.O. not terminated at the dissolution of that organization."

In the definition of functions the means of achieving these purposes are somewhat restricted. For instance, the E.T.C. may not make recommendations affecting the regimes of international waterways. The recommendations of the E.T.C. are to be submitted to the E.C.E. and in some cases, directly to governments.

The proposed constitution offers a theoretical possibility of securing the discussion of labour problems provided : (a) that some government or "other European transport body" raises the question in or with the E.T.C. ; and (b) that any problem is raised in the form of an economic question, e.g., the removal of economic obstacles to the application of an international convention on hours of work in any given transport industry. Given these two premises, recourse might be taken to the clause providing for the undertaking of "the study of problems in the field of European transport and the formulation of the results of the studies as concrete proposals."

The I.T.F. was represented at the first meeting of the E.T.C., but subsequent meetings of this body were held without our being advised. On the instructions of the General Council the matter was taken up in the quarter concerned, with the result that the assurance has now been received that the I.T.F. will be duly invited to future meetings of the E.T.C. in a consultative capacity.

E.C.I.T.O.

E.C.I.T.O. (European Central Inland Transport Office) was set up in September 1946, as an intergovernmental organization, for the purpose of clearing up the transport chaos created in Europe by the war. Its constitution expressly provided for consultation with trade union organizations and since the I.T.F. was the only international trade union organization directly concerned with transport, recognition was readily granted, and relations between E.C.I.T.O. and I.T.F. have been friendly and co-operative throughout.

Both organizations took an interest in each other's work and exchanged information and documents of mutual interest. I.T.F. representatives were invited to meetings of the E.C.I.T.O. Committee, which dealt, incidentally, with the question of labour conditions in wagon repair works. E.C.I.T.O. also joined forces with the I.T.F. in an unsuccessful attempt to ensure that measures should be taken that would facilitate the introduction of automatic coupling on European railways when opportunity offered.

At the end of June 1947 E.C.I.T.O. was dissolved, except for the department responsible for arranging for transit through the German zones. It was scheduled for complete dissolution in September 1947, but this department was still in operation when the year ended.

Such other functions of E.C.I.T.O. as were still considered necessary have been taken over by the European Transport Committee (E.T.C.) of the Economic Committee for Europe of the United Nations Economic and Social Council.

ADDENDUM

GENERAL REGULATIONS FOR THE W.F.T.U. TRADE DEPARTMENTS

Adopted at the W.F.T.U.'s General Council Meeting at Prague on June 13, 1947 and amended by the Executive Bureau at its Paris session of November 18 to 24, 1947. (Final text).

Art. 1. In accordance with Art. 13/1 of the Constitution of the World Federation of Trade Unions, the General Council authorizes the Executive Bureau to set up within the W.F.T.U. as many Trade Departments as may be necessary to cover all trades, professions and industries represented in the W.F.T.U.

The official name of these Trade Departments will be "Trade Department" preceded by the name of the appropriate industry, such as it will be agreed upon between the Executive Bureau of the W.F.T.U. and the Trade Department concerned, for instance :—

"Textileworkers Trade Department of the W.F.T.U.

"Transportworkers Trade Department of the W.F.T.U.

"Metalworkers Trade Department of the W.F.T.U." etc.

Any trade union organization, the National Centre of which is affiliated with the W.F.T.U. will automatically become a member of the appropriate Trade Department.

In a country where :—

(a) There is no National Trade Union Centre or ;

(b) A National Centre is not affiliated with the W.F.T.U. a trade union may affiliate with the Trade Department catering for its trade or industry provided (1) that the prior consent of the Executive Bureau is secured, (2) that, nationally and internationally they work in harmony with their Trade Departments and (3) that their participation does not disturb the general policy of the W.F.T.U. or obstruct its activities or those of its affiliated National Centres.

Where an organization comprises industries or trades pertaining to several Trade Departments, each category of workers concerned shall be attached to the Trade Department which caters for its trade or industry. In doubtful cases the Executive Bureau of the W.F.T.U. decides to which Trade Department a particular organization or category of workers shall belong.

Art. 2. In accordance with Art. 13/11 of the Constitution of the World Federation of Trade Unions, the Executive Committee of the W.F.T.U. determines in the following articles the aims, methods of work, duties and rights of the Trade Department.

Art. 3. In accordance with Art. 13/1 of the W.F.T.U. Constitution a Trade Department shall concern itself with the technical and industrial problems of and with such questions as are peculiar to the industries and Trades within its scope as defined in Art. 11 of the present General Regulations. In this sphere it shall enjoy full autonomy within the W.F.T.U.

The Trade Departments have no power of decision regarding questions of general policy, this being exclusively within the jurisdiction of the

Congress, General Council, E.C. and the E.B. of the W.F.T.U. They can only carry out such activities in respect to those questions as remain within the provisions of the constitution or in accordance with decisions already taken by competent bodies of the W.F.T.U.

The Trade Departments being, in accordance with Art. 13 of the W.F.T.U. constitution, finally accountable for their activities to the General Council, the Executive Committee and the Executive Bureau of the W.F.T.U., a Trade Department can be called by the Executive Bureau, the Executive Committee or the General Council to account for its actions if it infringes upon the general policy of the W.F.T.U.

Art. 4. Each Trade Department shall be established in the place where the W.F.T.U. has its headquarters, provided that it may be established at some other place if the conference of the Trade Department so recommends by majority vote and the Executive Bureau of the W.F.T.U. approves such recommendation.

Art. 5. Organizations directly affiliated with the Trade Departments in conformity with Art. 1, Para. 4 shall receive the same services and enjoy the same rights within the Trade Departments as the organizations whose National Centres are affiliated to the W.F.T.U. These organizations shall pay directly to their respective Trade Departments a special fee the amount of which per capita shall not be inferior to the amount per capita payable with respect to the organizations regularly affiliated with the W.F.T.U.

Art. 6. The financial resources of each Trade Department shall be determined in the following manner :—

(a) Each Trade Department receives annually a basic allocation equivalent to 25 per cent. of the affiliation fees paid during the previous year through the National Centres to the W.F.T.U. by the Trade Organizations belonging to the Trade Department concerned.

(b) In addition each Trade Department shall receive the special affiliation fee directly paid by the organizations not affiliated with the W.F.T.U. but adhering to the Trade Department concerned by virtue of Art. 5 of the present General Regulations.

(c) In case the Conference of a Trade Department considers the resources forthcoming from the preceding paragraphs inadequate, it may request the Executive Bureau, jointly with the Trade Department to consider ways and means of raising supplementary funds, which may include an additional allocation from the general funds of the W.F.T.U. not exceeding the basic allocations. However, to obtain supplementary funds under this paragraph, the Trade Department will have to justify its needs by submitting to the Executive Bureau its proposed programme of activities and its proposed annual budget.

(d) The Administrative Committee of a Trade Department may apply to the Executive Bureau for the authority to raise a special levy and shall accompany its application with a proposed budget and plan of activities in support of such request. If the Executive Bureau approves such application then the Trade Department may raise a levy, provided that such a levy is first approved by the Trade Conference and thereafter ratified by a two-thirds referendum vote (conducted by letter or cable)

among the organizations affiliated with the Trade Department : provided that votes received more than 90 days after the date of transmission of such letter or cable shall not be considered.

An organization incapable for valid reasons to pay this supplementary levy, may through its National Centre appeal to the Executive Bureau or the Executive Committee of the W.F.T.U. in order to be fully or partly exempted from the payment of the supplementary levy. However, such a request shall only be considered by the W.F.T.U. if the National Centre supports it with a reasoned statement. If the request for exemption is rejected the organization concerned shall pay the supplementary levy from the same date as the other organizations of the Trade Department.

Art. 7. The election of the Administrative Committee of each Trade Department is entirely in the hands of its Trade Conference. This Administrative Committee shall appoint or elect its own officers subject to formal endorsement by the W.F.T.U.

The wages and salaries of the Trade Department Secretaries, their staff, and, as the case may be, specialist-technicians shall be set in accordance with the scale applied by the W.F.T.U.

Art. 8. The first Trade Conference which will officially establish the Trade Department will be convened jointly by the Executive Bureau of the W.F.T.U. and by the International Trade Secretariat concerned or, where there are practical difficulties in the way of the latter jointly signing the letter of convocation for the conference, by the Executive Bureau.

In the course of this first Constituent Trade Conference, the Trade Department shall determine in its internal regulations, the provisions concerning the delegations, votes, procedure, etc. applicable to all further conferences.

The convening of these conferences shall be decided by the Trade Department concerned, subject to the W.F.T.U. being given due notice of the date, place and agenda of these meetings so as to allow for consultations which might be considered necessary.

Art. 9. The General Secretary shall be informed in due time by the secretary of each Trade Department of the date, the place and the agenda of all the meetings, so as to allow him to decide in consultation with the President whether to delegate a representative to attend.

Art. 10. Each Trade Department will be able to publish its own bulletins and trade journals.

Art. 11. Para. 1. In conformity with Article 1 of the present rules the industries and trades in the framework of a Trade Department shall be determined by the Executive Bureau of the W.F.T.U. after consultation with the organizations concerned.

Para. 2. All conflicts which may arise between Trade Departments shall be submitted to the Executive Bureau of the W.F.T.U. for final decisions.

Para. 3. A table is annexed to the present rules showing the provisional groupings of the Trade Departments as a guidance for the further decisions of the Executive Bureau. This may be amended and completed taking into account the views of the Trade Conferences and the circumstances.

Transitional Procedure

As stated in Art. 8 the convenor's notice for the first Trade Conference will be signed jointly by the W.F.T.U. and the International Trade Secretariat concerned, i.e., by the President and the General Secretary of the W.F.T.U. and by the Secretary of the I.T.S. or where there are practical difficulties in the way of the latter jointly signing the letter of convocation for the conference, by the President and General Secretary of the W.F.T.U.

The convenor's notice will be sent to all the organizations belonging to the industries involved, whether they are affiliated with the I.T.S. or the W.F.T.U.

Prior to the convening of a constituent Trade Conference the Executive Bureau* shall, in consultation (a) with the International Trade Secretariat or Secretariats concerned and ; (b) through the National Centres, where affiliated, with such industrial organizations as it may deem appropriate, fix the procedure for representation and voting, at the said Constituent Conference.

As soon as a sufficient number of Trade Departments are functioning within the W.F.T.U. a conference where each Trade Department shall be represented by a titular delegate and a substitute appointed in accordance with Art. 6, 11b, of the W.F.T.U. constitution and of the provisions of the Standing Orders of the Trade Department, shall be convened to appoint the three delegates of the Trade Department to the W.F.T.U. Executive Committee.

The Executive Bureau of the W.F.T.U. will decide later on and according to the circumstances the number of Trade Departments required to justify the convening of such a conference.

Table of Grouping of the Trade Departments annexed to the General Regulations

- I. Transport Workers : including all Maritime sections, Railways, Road Transport, Fluvial Navigation and Air Transport.
- II. Metal Workers : including Heavy Industry, Shipbuilding, Mechanical and Electrical Engineering, Jewelry, Watchmaking and Diamond Industry.
- III. Building and Woodworkers : including Stoneworkers and Painters.
- IV. Miners : including all Mining Production.
- V. Oilworkers.
- VI. Textileworkers.
- VII. Clothingworkers, Hatters, Boots and Shoes and Leatherworkers.

*At its session of 18th-24th November, 1947, the Executive Bureau instructed the W.F.T.U. Secretariat to determine for each trade conference, after consultation with the I.T.S. concerned and the most important national organizations the system of representation and voting. The corresponding scales as presented to the General Council of Prague in June, 1947, (appendix IV of the Report on the Creation of the Trade Departments) can be used as the basis for the aforementioned consultation.

- VIII. Food and Drink workers : including Hotels, Restaurants and Tobacco Workers.
- IX. Workers of the Graphic Industries : including Typographers, Lithographers, Photo Engravers and Bookbinders.
- X. Factory Workers : including Glass Industry, Pottery, Paper, Chemical Trades, Synthetic Fibres, Plastics, Rubber and Miscellaneous Industries.
- XI. Employees, Technicians and Scientific Workers : including Chemists-Assistants, Cinema, Theatre and Radio Workers. (Not including the radio operators and other technicians of radio communications).
- XII. Civil Servants and workers of Public Services : including police, gas, electricity, water, health services, hospitals, etc.
- XIII. Teachers.
- XIV. P.T.T. Employees.
- XV. Agricultural Workers.

SECOND PART

Financial Report

Introduction

The present report links up with that covering the period from September 1, 1939, to December 31st, 1944, which was submitted to the Zurich Congress.

On comparison it will be seen that during the period under review both income and expenditure have increased. Every effort has been made to make both ends meet and notwithstanding the much heavier demands made upon us we have not been unsuccessful in this respect.

Income of the General Fund amounted to :—

	£	s.	d.	
	16,988	12	11	in 1945
	17,716	7	11	in 1946
and	20,666	8	1	in 1947
<hr/>				
Total	£55,371	8	11	

Expenditure of the General Fund was :—

	£	s.	d.	
	16,075	15	4	in 1945
	19,049	16	11	in 1946
and	19,588	19	6	in 1947
<hr/>				
Total	£54,704	11	9	

This result would have been satisfactory, had it not been for the fact that actual income for 1946 was £1,035 5s. 0d. lower because an affiliated union flatly refused to live up to its financial obligations towards the I.T.F.

The rise in affiliation fees is apparent from the following comparison :—

1945 :	£16,628	14	0
1946 :	£17,502	9	6
1947 :	£20,479	7	1

For the reason stated above the actual amount received for 1946 was lower by more than £1,000.

The figures relating to the above are to be found in Tables 1, 2 and 3. The unnumbered tables contain the Balance Sheets at the end of 1945, 1946 and 1947.

In addition to the General Fund we have separate assistance funds to which affiliated unions have, as in the past, made voluntary contributions.

Edo Fimmen Trade Union Reconstruction Fund.

This fund was established in 1943 for the purpose of assisting underground work in occupied countries and organizations after the liberation.

Up to the end of 1947 the receipts of the fund amounted to £19,647 16s. 11d. and expenditure to £17,860 12s. 3d. For the years under review see table 4.

Spanish Trade Union Fund.

An appeal was issued in the latter part of 1947 and up to the end of the year £2,343 5s. 2d. was received from 14 organizations. For particulars see Table 5.

Seamen's Fund.

This fund was started in 1940 with the object of helping European seamen's unions which were reorganizing themselves on British soil. Later the seamen themselves contributed towards the fund to pay for the international activities connected with the International Seafarers' Charter. See Table 6.

General Relief Fund.

During the years 1946 and 1947 the following payments were made from this fund :—

Food and other parcels (mainly to Austria and Germany)	£1,385	13	3
Expenses of delegates to conferences	£303	4	11
Payments to refugees and victims of Nazism	£713	7	3
Sundries	£30	3	3
	<hr/>		
	£2,432	8	8

Dutch Children's Fund.

A sum of £5,864 7s. 3d. was received to meet part of the expenses connected with the transport and accommodation of Dutch Railwaymen's and Transport Workers' children who came to England in 1946. See Table 7.

In appraising the figures relating to our assistance funds it should of course be borne in mind that there were several organizations affiliated with the I.T.F. which gave assistance to other affiliated organizations either directly or through some other intermediary than the I.T.F.

J. H. OLDENBROEK.

London, July, 1948.

TABLE 1.

INCOME OF THE I.T.F. DURING THE YEARS 1945 to 1947.

	1945		1946		1947	
	£	s. d.	£	s. d.	£	s. d.
Affiliation Fees	16,628	14 0	17,502	9 6	20,479	7 1
Sales of Publications	—		—		—	
Interest	19	9 2	3	14 6	6	15 6
Discounts	59	8 7	8	11 3	29	14 9
Rent	107	15 0	168	15 0	150	10 9
French Funds Recovered	37	13 4	—		—	
Difference on Exchange	134	17 3	12	17 8	—	
Three Internationals	—	15 7	—		—	
Sale of Typewriter	—		20	0 0	—	
TOTALS	16,988	12 11	17,716	7 11	20,666	8 1

TABLE 2.

EXPENDITURE OF THE I.T.F. DURING THE YEARS 1945 to 1947.

	1945			1946			1947		
	£	s.	d.	£	s.	d.	£	s.	d.
SALARIES, ETC.									
1. Salaries	6,078	3	1	6,036	1	4	6,647	13	11
2. Premium Fund ...	546	12	0	825	8	0	914	4	0
3. Accountancy ...	168	0	0	125	0	0	150	0	0
4. Staff Travel Allowance	—			315	7	0	355	12	6
RENT, RATES, ETC.									
5. Bedford Office ...	1,177	4	6	—			—		
6. Removals & Storage	64	4	6	604	8	6	305	8	4
7. Insurances	—			13	17	6	12	10	0
8. London Office ...	785	18	8	1,473	8	9	629	16	8
EXPENSES OTHER OFFICES									
9. New York Office ...	2,433	18	2	2,784	8	2	2,542	6	4
10. Amsterdam Office ...	—			68	13	2	—		
TRAVELLING, ETC.									
11. Travelling Expenses	1,318	8	7	1,571	15	8	1,473	11	8
12. Meetings and Conferences ...	1,203	4	6	1,645	8	10	4,079	15	4
13. Congress, 1946 ...	—			1,889	8	10	—		
14. Entertainment ...	554	15	3	118	7	7	455	2	2
15. Motor Car Expenses	135	19	0	112	2	3	189	1	0
16. Amortization ...	—			—			—		
PUBLICATIONS									
17. Publications ...	890	17	10	659	12	6	557	3	5
18. Printing & Stationery	95	12	8	159	3	4	362	9	7
19. Library	36	8	3	37	2	7	64	15	3
POSTAGE, ETC.									
20. Postages	137	0	4	175	0	0	177	14	0
21. Telephone and Telegrams ...	213	9	11	264	7	8	152	4	4
22. Bank Charges ...	36	1	1	121	19	0	39	4	8
23. General & Legal Expenses ...	28	12	0	41	12	3	185	5	3
24. Income Tax ...	5	10	0	7	4	0	—		
25. Miscellaneous ...	165	15	0	—			295	1	1
TOTALS ...	16,075	15	4	19,049	16	11	19,588	19	6

TABLE 3.

AFFILIATION FEES RECEIVED DURING THE YEARS, 1945, 1946
and 1947.

Country and Union.	1945		1946		1947	
	£	s. d.	£	s. d.	£	s. d.
AUSTRALIA :						
Maritime Transport Council	31	17 5	31	17 5	31	17 5
AUSTRIA :						
Railwaymen	—	—	—	—	1,236	5 0
Transport Workers	—	—	—	—	235	0 0
BELGIUM :						
Railwaymen	115	2 6	399	12 9	372	13 10
Tramwaymen	—	—	176	1 9	161	11 4
Transport Workers	280	0 0	266	17 4	273	10 1
CANADA :						
Railwaymen	234	13 4	234	13 4	234	13 4
Seamen	64	0 0	64	0 0	64	0 0
CEYLON :						
Seamen	—	—	—	—	2	12 0
CHINA :						
Seamen	—	—	20	0 0	—	—
DENMARK :						
Railwaymen	193	17 1	81	15 11	86	6 5
Private Railway Staff	—	—	—	—	13	10 11
Locomotivemen	27	18 5	18	12 3	18	12 3
Transport Workers	1,329	16 10	361	18 10	361	18 10
Seamen	65	18 11	10	18 1	39	1 4
Firemen	—	—	50	0 0	21	6 11
Catering Staff	—	—	43	19 0	10	0 0
EGYPT :						
Misr Airworks	3	4 0	—	—	—	—
Cairo Bus Drivers	5	6 8	—	—	—	—
Misr Fluvial Workers	—	—	5	0 0	5	6 8
Alexandria Bus Drivers	—	—	—	—	7	10 0
Alexandria Motor Drivers	3	14 4	—	—	5	0 0
Cairo Motor Drivers	10	13 4	—	—	10	13 4
Egyptian Seamen	—	—	—	—	5	0 0
Heliopolis Metro Workers	7	9 4	—	—	—	—
Alexandria Taxi Drivers	7	9 4	—	—	—	—
Port Said Motor Drivers	2	2 8	—	—	—	—
Ismailia Motor Drivers	1	12 0	—	—	—	—
Minya Transport Workers	1	6 8	—	—	—	—
EIRE :						
Transport Workers	53	6 8	53	6 8	53	6 8
Seamen and Port Workers	—	—	10	13 4	—	—

TABLE 3.—Continued.

Country and Union.	1945			1946			1947		
	£	s.	d.	£	s.	d.	£	s.	d.
FINLAND :									
Railwaymen	—			182	0	0	117	6	8
Locomotivemen	—			48	0	0	32	0	0
Transport Workers	95	0	8	192	0	1	192	0	0
Seamen	9	2	5	171	16	8	61	0	6
Engineers	—			5	7	2	10	13	4
FRANCE :									
Transport Workers	765	0	0	1,066	13	4*	—		
Seamen	213	6	8	213	6	8	213	6	8
GREAT BRITAIN :									
National Union of Rail- waymen	3,754	13	4	3,872	0	0	4,512	0	0
Railway Clerks' Assoc. Locomotive Eng. & Fire. Transport & General Workers	947 725	7 6	2 8	953 725	13 6	11 8	931 757	16 6	5 8
National Union of Seamen	2,666	13	4	2,666	13	4	2,666	13	4
Navigators and Engineer Officers	426	13	4	426	13	4	586	13	4
Radio Officers	—			64	0	0	128	0	0
Shop, Distrib. & Allied Workers	—			32	0	0	64	0	0
	394	13	4	394	13	4	394	13	4
GREECE :									
Seamen	40	0	0	—			—		
ICELAND :									
Seamen and Fishermen	16	7	0	16	7	0	16	7	0
INDIA :									
Indian Seamen's Union	—			50	0	0	—		
Maritime Officers	—			8	16	0	8	10	8
National Union of Rail- waymen	—			—			15	0	0
ITALY :									
Railwaymen	—			600	0	0	—		
Tramwaymen	—			100	0	0	50	0	0
KENYA :									
Railway Asian Union	5	0	0	5	0	0	5	0	0
LEBANON :									
Transport Workers	5	6	0	26	12	8	—		
LUXEMBOURG :									
Railwaymen	—			86	0	0	57	6	8
MEXICO :									
Tramwaymen	10	0	0	—			—		
NETHERLANDS :									
Railwaymen	—			169	18	2	223	7	1
Transport Workers	112	9	5	236	2	11	294	15	4

* This sum has so far not been received.

TABLE 3.—Continued.

Country and Union.	1945			1946			1947		
	£	s.	d.	£	s.	d.	£	s.	d.
Masters and Officers ...	—			—			58	18	8
NEW ZEALAND :									
Locomotive Engineers, Firemen & Cleaners ...	21	6	8	21	6	8	21	6	8
Waterside Workers ...	—			392	0	0	60	0	0
NORWAY :									
Railwaymen ...	586	13	4	149	6	8	166	8	0
Locomotivemen ...	—			42	13	4	21	19	5
Transport Workers ...	582	5	0	181	6	8	224	0	0
Seamen ...	160	0	0	192	0	0	192	0	0
Mates ...	26	16	2	32	0	0	37	6	8
Engineers ...	—			21	6	8	42	13	4
PALESTINE :									
Railwaymen ...	5	0	0	8	0	0	10	0	0
SINGAPORE :									
Seamen ...	64	0	0	—			—		
St. LUCIA :									
Seamen and Waterfront Workers ...	—			—			3	0	0
SOUTH AFRICA :									
Transport Workers ...	32	0	0	32	0	0	32	0	0
SOUTHERN RHODESIA :									
Railway Workers' Union	—			155	14	8	32	2	8
SWEDEN :									
Railwaymen ...	597	4	8	620	18	2	650	13	7
Transport Workers ...	389	4	2	444	7	2	437	12	8
Seamen ...	170	13	4	170	13	4	127	4	0
Engineers ...	—			13	6	8	25	9	0
SWITZERLAND :									
Railwaymen ...	345	16	4	345	16	4	420	2	5
Transport Workers ...	300	5	10	84	17	6	104	15	6
SYRIA :									
Motor Drivers ...	—			10	13	4	—		
TRINIDAD :									
Seamen and Waterfront Workers ...	—			5	6	8	10	13	4
UNITED STATES :									
Railway Labor Execu- tives' Association ...	248	2	8	—			2,791	11	1
Seafarers ...	375	19	9	369	2	6	369	2	2
Masters, Mates & Pilots	—			—			52	14	7
INTERNATIONAL MERCAN- TILE MARINE OFFICERS' ASSOCIATION ...	96	17	3	67	5	3	—		
TOTALS	16,628	14	0	17,502	9	6	20,479	7	1

TABLE 4.

EDO FIMMEN TRADE UNION FOUNDATION FUND.

	£	s.	d.	£	s.	d.
Balance at January 1st, 1945		1,194	9	11
RECEIVED IN 1945 :						
Swedish Transport Workers	2,185	2	8	
Swedish Railwaymen	3,000	0	0	
Canadian Railwaymen	112	0	0	
Miscellaneous	4	0	0	
RECEIVED IN 1946 :						
Swedish Seamen	571	18	0	
				<u>5,873</u>	<u>0</u>	<u>8</u>
						7,067 10 7
EXPENDITURE :						
Belgium	1,420	0	0	
Germany	882	3	3	
Italy	508	8	7	
Holland	943	10	10	
Greece...	333	0	0	
Hungary	495	14	10	
Singapore	200	0	0	
Middle East	172	0	0	
Miscellaneous	325	8	5	
				<u>5,280</u>	<u>5</u>	<u>11</u>
Balance at December 31st, 1947		<u>£1,787</u>	<u>4</u>	<u>8</u>

TABLE 5.

SPANISH TRADE UNION FUND.

RECEIVED IN 1947 :

	£	s.	d.	£	s.	d.
Belgian Transport Workers	50	0	0	
British Officers	25	0	0	
British Railwaymen	500	0	0	
British Railway Clerks	20	0	0	
Canadian Railwaymen	124	1	5	
Danish Railwaymen	25	17	0	
Dutch Officers	14	0	8	
Dutch Railwaymen	467	14	6	
Dutch Transport Workers	467	14	6	
Finnish Transport Workers...	151	10	11	
Finnish Locomotivemen	9	2	6	
Norwegian Seamen	100	0	0	
Norwegian Transport Workers	100	0	0	
Swiss Railwaymen	288	3	8	
				<u>2,343</u>	<u>5</u>	<u>2</u>
Remitted in 1947		467	8	5
Balance at December 31st, 1947		<u>£1,875</u>	<u>16</u>	<u>9</u>

TABLE 6.

SEAMEN'S FUND.

					£	s.	d.	£	s.	d.
Balance at January 1st, 1945	...	...						505	10	3
RECEIVED IN 1945 :										
B.D.D.F.P.	...	...	...	...	149	12	0			
Norwegian Seamen	...	...	...	...	1	5	0			
RECEIVED IN 1947 :										
Norwegian Seamen	...	...	...	...	1	7	0			
Canadian Seamen	...	...	...	...	38	18	3			
Norwegian Mates	...	...	...	...	20	0	0			
New York Office	...	...	...	...	15	15	1			
British Seamen	...	...	...	...	250	0	0			
Belgian Transport Workers	...	...	...	...	20	0	0			
Swedish Seamen	...	...	...	...	55	3	6			
Miscellaneous	...	...	...	...		1	8			
								552	2	6
								1,057	12	9
Overdrawn	...	...	...	...				21	3	3
								£1,078	16	0
EXPENDITURE :										
Indian Seamen	...	...	...	...	545	0	0			
Basque Seamen	...	...	...	...	10	0	0			
Cape Town (N.U.S.)	...	...	...	...	500	0	0			
Miscellaneous	...	...	...	...	23	16	0			
								1,078	16	0

TABLE 7.

DUTCH CHILDREN'S FUND.

RECEIVED IN 1945 AND 1946 :	£	s.	d.
National Union of Railwaymen	1,500	0	0
Railway Clerks' Association	500	0	0
Branches of Railway Clerks' Association	126	15	3
Associated Society of Locomotive Engineers	250	0	0
National Union of Seamen	50	0	0
Union of Shop, Distributive and Allied Workers	100	0	0
Transport and General Workers' Union	2,100	0	0
C.I.O. Community Services Committee	1,237	12	0
	<hr/>		
	£5,864	7	3
	<hr/>		

BALANCE SHEET AS AT 31st DECEMBER, 1945.

LIABILITIES.		ASSETS.	
	£ s. d.		£ s. d.
Sundry Creditors ...	724 1 3	7 Bars of Gold ...	7,965 7 8
Edo Fimmen ...	202 10 1	3½% War Loan ...	18,800 0 0
Swedish Seamen's Union ...	2,261 7 7	18 Bars of Gold ...	26,765 7 8
Belgian Transport Workers' Union ...	8,883 18 1	Foreign Currency ...	5,041 12 4
B.D.D.F.P. ...	205 9 3	Cash at Bank :	44 9 9
Scandinavian Transport Workers' Union ...	199 16 10	B. W. Blydenstein & Co. ...	12,646 9 1
Swedish Railwaymen ...	90 13 1	Colonial Trust Co., New York ...	5,289 12 5
Swiss Transport Workers' Union ...	215 0 2	Cash at Bank on account of	17,936 1 6
Indian Seamen's Union ...	15 11 6	B.D.D.F.P. ...	6,119 3 1
Swedish Transport Workers' Union ...	38 9 8	Cash in Hand—London Office ...	193 9 11
B.D.D.F.P. Liquidation Account	11,910 6 2	Affiliation Fees Due ...	1,831 3 2
Trade Union Foundation Fund ...	6,119 3 1	O. Becu for Edo Fimmen Trade Union Reconstruction Fund ...	15 0 0
Edo Fimmen Trade Union Reconstruction Fund ...	26,765 7 8	Danish Railwaymen's Union (Veire) ...	801 16 8
Edo Fimmen Fund ...	3,471 13 3	Swiss Railwaymen's Unions ...	305 16 3
Edo Fimmen Fund ...	1,219 16 5	French Seamen's Union ...	26 10 6
General Relief Fund ...	2,294 1 10		

Dutch Children's Fund	...	1,479	12	4	Dutch Railwaymen's Union	...	305	16	8
Premium Fund	...	2,755	9	6	Dutch Transport Workers	...	75	13	11
Strike Fund	...	269	0	11	Advances	...	1,515	14	0
Seamen's Fund	...	130	8	4	Library	...	538	6	10
General Fund	...	3,754	9	10	Stock of Paper as valued by Mr. Oldenbroek	...	300	0	0
				<u>42,140</u>	Motor Car—Balance at 1st January, 1945	...	741	8	5½
				0	Furniture, Fixtures & Office Equipment—	...	74	0	0
				1	Balance at 1st January, 1945	...	815	8	5½
					Additions during year	...	37	16	0½
					Less Sales	...	777	12	5
							<u>£61,096</u>	<u>0</u>	<u>8</u>

10th December, 1946.

We have audited the above Balance Sheet dated 31st December 1945 with the Books, Accounts and Vouchers of the Federation. Subject to the remarks contained in our report of even date to the Management Committee of the Federation, we are of the opinion that the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Federation's affairs according to the best of our information and the explanations given to us, and as shown by the Books, Accounts and Vouchers.

Norwich House,
13, Southampton Place,
London, W.C.1.

(Signed) HESKETH, HARDY, HIRSHFIELD & CO.
Chartered Accountants.

BALANCE SHEET AS AT 31st DECEMBER, 1946.

LIABILITIES.		£	s.	d.	£	s.	d.
AMOUNTS OWING TO AFFILIATED UNIONS :							
Belgian Transport Workers	...	9,510	15	3	...	7,965	7 8
B.D.D.F.P.	...	66	2	6	...	18,800	0 0
Dutch Railwaymen	...	6	13	2	...	26,765	7 8
Dutch Transport Workers	...	1,955	14	4	...	5,041	12 4
Danish Seamen	...	500	0	0	...	33	17 7
French Seamen	...	2,112	14	4	...	29	18 10
Indian Seamen	...	15	11	6	...	14,903	15 2
Polish Seamen	...	317	6	8	...	2,419	3 5
Swiss Railwaymen...	...	193	0	0	...	446	1 11
Swiss Transport Workers...	...	187	15	5	...	17,769	0 6
				14,865			
FUNDS :							
Trade Union Foundation	...	26,765	7	8	O. BECU for Edo Fimmen Trade		
Edo Fimmen Trade Union Re-	...				Union Reconstruction Fund	...	15 0 0
construction	...	3,649	18	0	AFFILIATION FEES DUE	...	2,819 7 10
Edo Fimmen	...	995	16	8	RENT RECEIVABLE—Amsterdam	...	168 15 0
Relief	...	1,918	17	11	ADVANCES :		
Premium	...	2,162	18	10	Zurich Congress	...	227 3 2
Strike	...	269	0	11	Sundry	...	719 3 5
Dutch Children	...	385	2	0	SEAMEN'S FUND—Amount Over-		946 6 7
General	...	2,421	0	10	drawn	...	422 8 9
				38,568	AMOUNTS OWING BY AFFILIATED		
					UNIONS :		
Trade Accounts	...	1,123	1	6	Danish Railwaymen (Vejre)	...	377 16 4

Dutch Trade Union Centre (N.W.)	335	11	9
do. (N.V.V.-A.R.F.I.)	1,889	10	10
Advances	228	1	7
	<hr/>		
	3,576	5	8

Italian Unions	313	3	0
National Union of Seamen	127	1	8
Scandinavian Transport Workers	791	16	9
Swedish Railwaymen	94	9	8
Swedish Seamen	10	14	11
Swedish Transport Workers	177	8	8
	<hr/>		
	1,892	11	0

LIBRARY at Nominal Value	1	0	0
STOCK OF PAPER	300	0	0
MOTOR CAR, written down value at 1st January, 1945	17	0	0

FURNITURE, FIXTURES & OFFICE
EQUIPMENT at Cost :

Balance at 1st January, 1946	777	12	5
Additions during Year	864	0	0
	<hr/>		
	1,641	12	5
	<hr/>		
	853	13	10

Less Sales	787	18	7
	<hr/>		
	£57,010	4	8

17th June, 1947.

We have audited the above Balance Sheet dated 31st December, 1946, with the Books, Accounts and Vouchers of the Federation. Subject to the remarks contained in our report of even date to the Management Committee of the Federation, we are of the opinion that the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Federation's affairs according to the best of our information and the explanations given to us, and as shown by the Books, Accounts and Vouchers.

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13, Southampton Place,
London, W.C.1.

(Signed) HESKETH, HARDY, HIRSHFIELD & CO.
Chartered Accountants.

BALANCE SHEET AS AT 31st DECEMBER. 1947.

LIABILITIES.		£	s.	d.	£	s.	d.
AMOUNTS OWING TO AFFILIATED							
UNIONS :							
Belgian Transportworkers	...	2,008	13	10			
Danish Railwaymen (Vejre)	...	1	6	4			
Danish Seamen	...	90	6	4			
Dutch Railwaymen	...	55	19	0			
Dutch Transport Workers	...	193	11	1			
French Seamen	...	1,946	1	0			
Indian Seamen	...	15	11	6			
Norwegian Mates	...	27	0	0			
Polish Seamen	...	317	6	8			
Swedish Railwaymen	...	402	10	11			
Swiss Transport Workers...	...	357	8	0			
					5,415	14	8
FUNDS :							
Trade Union Foundation	...	26,765	7	8			
Edo Fimmen Trade Union Re- construction	...	1,787	4	8			
Edo Fimmen	...	922	6	2			
Relief	...	1,177	13	2			
Premium	...	768	6	8			
Strike	...	269	0	11			
ASSETS.							
7 BARS OF GOLD	...	7,965	7	8			
3½% WAR LOAN AT PAR	...	18,800	0	0			
					26,765	7	8
18 BARS OF GOLD	...				5,041	12	4
FOREIGN CURRENCY	...				4	18	0
CASH IN HAND	...				34	14	7
CASH AT BANK :							
B. W. Blydenstein & Co.	...	5,800	17	4			
Colonial Trust Co.—New York	...	124	9	3			
Nordiska Forening, Bankers— Helsinki	...	1,259	16	0			
Arbeiterbank, Vienna	...	1,095	0	0			
Rome Office	...	326	1	0			
					8,606	3	7
SUNDRY DEBTORS & PREPAYMENTS					19	16	2
AFFILIATION FEES DUE	...				1,520	19	1
ADVANCES :							
Zurich Congress	...	45	4	9			
Sundry	...	810	15	6			
					856	0	3
RESERVE FOR SUM DUE IN RESPECT OF REPAIRS—AMSTERDAM OFFICE							
					450	0	0

I.T.F. STALWARTS' REUNION AT OSLO



Delegates to the I.T.F.'s 1921 Oslo Congress welcomed at its 1948 Oslo Congress.

From left to right: T. Gómez (Spain), J. Brautigam (Holland), K. Weigl (Austria), J. Döring (Germany), A. Birckeland, H. Fladeby and O. Nilsen (Norway), and Mrs. L. Krier who joined the group of veterans. Ch. Lindley (Sweden), only surviving co-founder of the I.T.F. in 1896, who also re-visited Oslo, could not unfortunately be included in the group.