

**INTERNATIONAL
TRANSPORTWORKERS' FEDERATION.**

REPORT

of the proceedings of the International
Transportworkers' Congress held at Christiania
on March 15th, 16th, 17th, 18th and 19th, 1920.



~~A/K O-15776~~

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AGENDA.

1. Opening of the Congress.
 2. Election of the Bureau of the Congress.
 3. Examination of credentials.
 4. Drawing up of Agenda.
 5. Report of the activities of the temporary Bureau.
 6. Financial statement of the temporary Bureau.
 7. Discussion of the draft-constitution of the I. T. F.
 8. The seat of the I. T. F.
 9. a. Selection of the countries which shall appoint representatives to the General Council and the Executive Committee.
 9. b. Election of General Council.
 9. c. Election of Executive Committee.
 9. d. Election of International Secretary.
 10. Contributions.
 11. The International Situation.
 12. Inquiry into the possibility of giving financial assistance to those organisations which are in need of help.
 13. Proposals submitted by organisations affiliated to the I. T. F.
 14. Next congress of the I. T. F.
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List of Delegates.

Country	Names of the Organisations	Names of Delegates	Number of Members
United States of America	Marine Transportworkers' Industrial Union	Olof Finnestad C. G. Andersen	15 000
Austria	Austrian Federation of Men and Women engaged in Commercial Road Transport	A. Forstner K. Weigl	60 000
	General Union of Austrian Railway-Servants	Rudolph Müller Jos. Wabitsch	82 000
Denmark	Danish Transportworkers' Union	M. Darup Maurits Olsen Georg Jansen	3 200
	Danish Union of Railwaymen	C. Andersen Chr. Vejore	10 000
	Danish Locomotive Engine-drivers & Firemen's Union	M. Mortensen Rich. Lillie Rasmussen	8 000
	Danish Sailors' Union	Rich. Jensen E. Jakobsen	2 400
Great Britain	The National Transportworkers' Federation	H. Gosling E. Bevin J. T. Clatworthy J. Cotter R. Williams	280 000
	National Union of Railwaymen	W. Gordon J. Jackson W. T. Griffiths C. J. Edwards E. G. Anderson A. J. Niven C. Harris W.L. Brundsdon J. H. Thomas	500 000
Finland	Finnish Transportworkers' Union	J. V. Toivonen	4 500

Country	Names of the Organisations	Names of Delegates	Number of Members	
France	National Federation of Dock-labourers of France and Algeria	E. Vignaud	40 000	
	Nationale Vehicle Workers' and Carters' Federation	H. Guinchard Jaccoud	40 000	
Germany	German Transportworkers' Union	H. Dreher	550 000	
	German Union of Railwaymen	J. Döring H. Jochade Fr. Scheffel	420 000	
Holland	Netherlands Association of Railway and Tramway Servants	P. Moltmaker N. Nathans W. van Delft	20 026	
	Central Union of Transportworkers	J. Brautigam	28 000	
Norway	Norwegian Union of Railwaymen	J. Skaarvold Joh. Andersen Oscar Petersen Joh. C. Hansen Otto Thoresen R. Løken	7 500	
	Norwegian Locomotive Engine-drivers' and Firemen's Union	Emil Sandberg S. Iversen C. Hagen	1 300	
	Norwegian Seamen and Firemen's Union	Oscar Nilsen Conrad Stensrud R. Haraldsen C. Johansen A. Birkeland	5 000	
	Norwegian Transportworkers' Union	Oskar Olsen P. Andersen Hans Fladeby Ivar Nilsen Johan Strand Alfred Olsen O. J. Nøkleby Olaus Karlsen Gerh. Hammer	10 000	

Country	Names of the Organisations	Names of Delegates	Number of Members
Sweden	Swedish Transportworkers' Union	Ch. Lindley Oskar Erikson	12 000
	Swedish Union of Railwaymen	H. Lagerkvist F. W. Franzén J. A. Lundin P. Samuelson C. Löven	40 000
	Swedish Firemen's Union	Hj. Molin A. G. Ljungberg O. Ek Ax. Ringdahl	4 500
	Swedish Seamen's Union	Rich. Lasson Erhard Griph O. Danielsen	5 500
	International Transportworkers' Federation	Edo Fimmen Provisional-Secretary	

The Transportworkers' organisations of Belgium, Greece, Hungary, Poland and Russia, and the Railwaymen's Unions of Belgium, France and Luxemburg had expressed their intention of sending delegates but had been prevented from attending the congress, due either to difficulties in obtaining passports, to obstacles encountered by the delegates on their journey to Christiania, or to the situation in the respective countries.

Monday, March 15th 1920.

The Congress was opened at 1 o'clock p. m. in Folketshus Christiania, on the 15th of March 1920.

Mr. Oscar Olsen (Norwegian Transportworkers' Federation) said:

Comrades, in the name of the Norwegian Reception Committee I welcome you all to this Congress. Seven disastrous years have passed since the last International Transportworkers' Congress. It is not too much to affirm that since that time the world has been in the melting pot. As a consequence of this the I. T. F. has been crippled, and it has been on the point of dissolution. We, the Norwegians, therefore consider it a great honour that this congress which has been convened for the purpose of re-establishing the I. T. F., is held in our country. Unfortunately it is not the most propitious time as regards weather. Further, the chief means of conveyance in this city, our tramways, are at a standstill owing to a strike. Our friends from abroad who are now in Christiania for the first time, will not, unfortunately, get the best impression of this city.

I may assure the delegates that in our country we desire fervently to unite the transportworkers of all countries. Our hope is that this congress will succeed in re-fastening the broken links and making the International of the transportworkers so big and strong that it can repel any attack of employers and capitalists.

In again welcoming you, I would request the last acting chairman, Mr. Charles Lindley to take the chair. The International Secretary, Mr. Edo Fimmen, has been delayed on his journey and cannot be here before to morrow.

Mr. Charles Lindley (Swedish Transportworkers' Union) in taking the chair expressed great pleasure that in spite of all difficulties the I. T. F. had succeeded in bringing together delegates from so many countries, ensuring a real international congress. It was a source of much pleasure that delegates from Germany and Austria were attending this congress in spite of obstacles placed in their way and the many difficulties they had to overcome. Should those countries not have been represented, this congress would have been a failure.

Mr. J. Döring (Germany) announced that some of the German delegates, being members of the Constituent Assembly, had had to return to Germany on account of the political crisis.

Mr. H. Guinchar d (France) said that as a railway strike threatened to break out in France at any moment, it had been impossible for all members of the French delegations to come to Christiania.

Mr. Rob. Williams (Great Britain) informed the congress that on account of the situation in Great Britain, his organisation had limited its delegation to 5 members. The 12 delegates of the National Union of Railwaymen would arrive later. He read a telegram from Ben Tillett expressing regret that he could not be present and hoping that a spirit of international comradeship would dominate the congress.

On the proposal of the Arrangements-Committee, Mr. Charles Lindley was elected Chairman, Mr. Williams (Great Britain) moved the election of Mr. H. Gosling as second Chairman. This proposal was seconded by Mr. Döring (Germany) and agreed to.

The Arrangements-Committee nominated Mr. Oskar Petersen of the Norwegian Railwaymen as secretary, owing to the non-arrival of Mr. Fimmen.

Mr. Rolf Haraldsen nominated Mr. Conrad Stensrud (Norway) observing that Oskar Petersen was not a railwayman.

Mr. Joh. C. Hansen (Norwegian Railwaymen's Union) declared that Oskar Petersen was representing this union in his capacity of editor of the Railwaymen's Journal.

After the members of the British, French and German delegations had expressed the opinion that the Norwegians themselves knew best whom to appoint, Oskar Petersen was elected secretary.

The Chairman: We will now proceed to the examination of the credentials. If there is any objection to a delegate, please inform the chair in writing.

The Arrangements-Committee moved that only representatives of the Labour Press should have admittance to the congress and that the secretary should issue communications to the rest of the press.

Mr. P. Moltmaker (Holland) moved that representatives of all papers should be admitted.

The Committee's proposal was adopted. The French delegation wished to place it on record that they were in favour of the Dutch delegation's proposal.

Mr. Oskar Olsen invited congress to a dinner at the Grand Hotel on Tuesday the 16th at 6 o'clock p. m. and to a performance in the National Theatre, on Thursday the 18th.

The Congress thereupon adjourned.

Tuesday, March 16th.

The Chairman in opening the meeting at 10 a. m. announced that a cablegram had been received from the Portugese Railwaymen

stating that they were prevented from sending delegates. This telegram stated further that the Portuguese authorised the French delegation to act by proxy.

The Chairman announced further that Mr. George Hardy, who had been declared a delegate of the American Transportworkers had not arrived. An American delegate thereupon moved that in Mr. Hardy's place, another delegate, viz: Mr. Gundersen, should be admitted to the congress.

Mr. Rob. Williams (Great Britain) observed that formerly the American Seamen's Union was affiliated to the I. T. F. If the Marine Transportworkers' Industrial Union were admitted, it would signify the entry of an organisation which differed in principle from the American Seamen's Union, and might lead to difficulties.

Mr. H. Guinchard (France) moved the admittance of the Americans.

Mr. J. Döring (Germany) seconded.

Mr. Edo Fimmen (International Secretary) observed that all transportworkers' organisations had been invited whose addresses were known. The American Seamen's Union had been sent an invitation as well as the Marine Transportworkers' Industrial Union. The former organisation had not made any reply, but even if they had sent delegates to this congress we would not be entitled to refuse admittance to representatives of the Marine Transportworkers, because this organisation had also been invited.

Mr. E. Bevin (Great Britain) moved to refer the matter to the Emergency Committee for this committee to report to the congress the next day.

Agreed to.

Report of the Provisional Bureau.

Mr. Edo Fimmen (International Secretary) read the following report to the Congress:

Summary of Activities
of the
Provisional Secretariat of the International Transportworkers' Federation
at Amsterdam, during the period from the 1st May 1919 to the 1st March 1920.

Decisions
of the International Transportworkers' Congress held at Amsterdam.

The International Transportworkers' Congress held at Amsterdam on 29 and 30 April 1920 arrived at the following decisions:

1. To reconstitute the International Transportworkers' Federation.
2. To transfer the International Headquarters from Berlin to Amsterdam until the assembling of the next International Transportworkers' Congress. The management to be entrusted to the Netherlands organisations.
3. To elect a Provisional Committee consisting of 5 representatives, namely: one from Great Britain, one from Germany, one from France, one from Belgium and one from Scandinavia.

To entrust this committee together with the secretariats of the Dutch organisations with the task of drawing up a new constitution.

4. That affiliation fees be paid as from 1st January 1919 on the old basis of 6 Pfennig per member per year, and at the pre-war rate of exchange.

Constitution of the Provisional Executive Committee.

At a meeting of representatives of Netherlands Organisations (17 May 1919) the following representatives were elected to the Provisional Executive Committee:

J. Brautigam (Centrale Bond van Transportarbeiders.)

S. v. d. Berg (Nederlandsche Federatie van Transportarbeiders) and

P. Moltmaker (Nederlandsche Vereeniging van Spoor- and Tramwegpersoneel).

These three representatives approached J. Oudegeest, who rendered great service to the I. T. F. during the war, to act as chairman, whilst Edo Fimmen was appointed secretary.

The Bureau was established at 80 Reguliersgracht, Amsterdam and was transferred to 61 Vondelstraat, Amsterdam on the 1st January 1920.

Appointment of the Emergency Committee.

The various countries appointed the following to act on the Emergency Committee:

Great Britain: Robert Williams; Germany: J. Döring; France: M. Bidegaray; Belgium: C. Mahlman; and Scandinavia: Ch. Lindley.

Activities of the Emergency Committee.

The Emergency Committee meeting convened by the Provisional Executive Committee was held at Amsterdam on the 18th, 19th and 20th July 1919 for the purpose of drafting the constitution.

Present: England: Robert Williams.
 Germany: J. Döring.
 Scandinavia: C. Lindley.
 Belgium: C. Mahlman.

Present on behalf of the Netherlands Organisations:

J. Brautigam.
S. van den Berg.
P. Moltmaker.

and the secretary Edo Fimmen.

Mr. C. T. Cramp (Secretary of the National Union of Railwaymen of Great Britain) was present as a visitor. Mr. M. Bidegaray (France) was prevented from attending.

The Committee completed their task. The draft Constitution was sent in either the English, French or German languages to all known Transportworkers' and Railwaymen's Organisations during the month of August 1919.

The Emergency Committee thereupon resolved to hold the International Congress on the 10th November 1919 and following days at Christiania.

The Congress at Christiania.

It was found necessary to alter the date originally fixed by the Emergency Committee. M. Bidegaray, a member of the Emergency Committee, sent an intimation that the French Transportworkers and Railwaymen could not attend the Congress if the date was fixed in November, because the prominent members of those organisations had been delegated to attend the International Labour Conference to be held that month at Washington.

The Provisional Executive Committee consisting of members of the Netherlands organisations were of opinion that it was of great importance that the French organisations should be represented at the Christiania Congress, and upon those grounds they were inclined to accede to the application of the French comrades.

They had not the power to take a decision, however, as this rested with the Emergency Committee. It was therefore decided to place the matter before the members of the Emergency Committee for decision. With the exception of Robert Williams, who in the name of the English delegation to the Amsterdam Congress, energetically protested against a postponement of the Congress all members of the Emergency Committee declared themselves in favour of the postponement. In view of this the date of the Congress was refixed for the 20th January 1920.

This date also had to be abandoned, as Robert Williams advised the Secretary in the name of the English organisations that they could not attend a congress at Christiania in the month of January because various officials of English transportworkers' organisations had been delegated to attend the International Socialist Congress at Geneva which had been convened for the commencement of February.

On these grounds the Emergency Committee again authorised the postponement of the Congress until the 15th March and following days.

Activities of the Secretariat.

In view of the decisions of the International Conference at Amsterdam the writer regarded it as his foremost task to try and re-establish connexions between the transportworkers' organisations as good as destroyed by the war; moreover to lay the foundation for a new International Transportworkers' Federation upon a broader basis, and capable at least of exercising as great an influence as the old I. T. F. once possessed.

Immediately after the International Transportworkers' Conference at Amsterdam a detailed circular was sent to all known addresses of Transportworkers' and Railwaymen's organisations in French, English and German containing full particulars of the decisions of the International Congress. The organisations were asked to give their approval to these decisions and to renew their affiliation to the I. T. F. by 1st January 1919.

Further they were asked to pay affiliation fees as from that date; to send to the Secretary their official organs, official documents, and other publications; and to keep the Secretary posted on all important events and activities affecting transportworkers in their respective countries.

The first circular, sent out on the 20th May 1919, and several others sent afterwards, had the result that correspondence was entered into with a great number of transportworkers' organisations throughout the world.

It could be seen that the resuscitation of the I. T. F. was greeted with great satisfaction by transportworkers' and railwaymen's organisations in practically every country.

The correspondence revealed that most transportworkers' organisations had not any serious objection in resuming old relations; they were anxious to make the ties even stronger than before; they wanted transportworkers of all countries united in one international union, which, prompted by a feeling of real international solidarity, would be able to accomplish an effective betterment of transportworkers' conditions throughout the world.

Attempts made by the writer resulted in a number of additional organisations affiliating to the I. T. F. and on December 31st 1919 the following unions had joined up:

- Great Britain: National Transportworkers' Federation.
- Germany: German Transportworkers' Union;
German Railwaymen's Union.
- Belgium: Belgian Transportworkers' Union.
- Holland: Central Union of Transportworkers;
Netherlands Federation of Transportworkers;
Netherlands Association of Railway & Tramway Servants
- Austria: Austrian Transportworkers' Union;
Austrian Railway and Tramway Servants' Union.
- Sweden: Swedish Transportworkers' Union;
Swedish Railway Servants' Union.
- Norway: Norwegian Transportworkers' Union.

All the foregoing have remitted their full affiliation fees for 1919 with the exception of the British Transportworkers' Federation, which has not yet sent a remittance for the second half of 1919.

After the 31 December 1919 the following transpired regarding affiliation to the I. T. F.

The Railwaymen of Luxemburg intimated their desire to affiliate.

According to the Swiss Railwaymen's Journal the Executive of the Swiss Railwaymen's Union, an organisation formed of 5 different groups amalgamated at the commencement of 1920, had decided to affiliate at its last meeting.

A report was received from the Italian Dockers' Organisation to the effect that they were also desirous of affiliating to the I. T. F.

French Transportworkers and Railwaymen may also be regarded as a part of the new I. T. F. although these organisations have not yet met their financial obligations.

Apart from the foregoing, who are already affiliated to the I. T. F. the International Secretary has entered into regular correspondence with the following organisations:

- America: The Marine Transportworkers' Industrial Union;
Railroad Employees.
- Argentine: Railwaymen;
Seamen.
- Belgium: Railwaymen.
- Australia: Railwaymen;
Transportworkers;
Seamen.
- Brazil: Transportworkers.

Denmark:	Transportworkers; Railwaymen.
Great Britain and Ireland:	National Union of Railwaymen; Associated Society of Locomotive Engineeers and National Sailors' and Firemen's Union; [Firemen]; Irish Transport & General Workers' Union.
France:	Seamen.
Finland:	Transportworkers.
Italy:	Railwaymen.
Poland:	Railwaymen.
Portugal:	Transportworkers.
Spain:	Railwaymen; Transportworkers.
Czecho-Slovakia:	Transportworkers.
South-Africa:	Railwaymen; Transportworkers.
Sweden:	Seamen.
Switzerland:	Transportworkers.

It may be taken for granted that a large number of the above organisations will shortly affiliate to the I. T. F.

In addition to matters appertaining to the internal organisation of the I. T. F. and affiliation thereto, various organisations applied for particulars with regard to the conditions of Transportworkers and Railwaymen in other countries. These were collated and placed at their disposal. Other organisations applied for advice regarding re-organisation and expansion of their particular unions; this was freely given.

An application for assistance from the Austrian Railwaymen's Union was received and forwarded to the Railwaymen's organisations of England and France.

Report of the Amsterdam Conference.

The Conference held on the 29th and 30th April 1919 authorised the issue of a complete report of its proceedings. This has been compiled and sent to all known Transportworkers' and Railwaymen's organisations in either the English, French or German languages.

Official Organ.

The desire was expressed at the Amsterdam Conference and at the meeting of the Emergency Committee on the 18th, 19th and 20th July 1920,

to issue an official organ. The Provisional Executive Committee therefore authorised its publication and entrusted the writer with the editorship.

At the beginning of November the first number appeared in English, German, French, Spanish and Swedish. The first number was devoted to appeals to transportworkers of all countries to form a strong and efficient I. T. F. Its contributors were: Robert Williams, J. Döring, M. Bidegaray, Ch. Lindley, C. Mahlman, C. T. Cramp, H. Jochade and the writer.

A large number of copies of the journal was printed and sent to all known addresses of Transportworkers and Railwaymen's organisations.

The issue of the second number of this publication containing the report of the Temporary Bureau for the year 1919 was held up owing to want of financial resources.

Financial.

The separate report on finance for the year 1919 reveals that the Secretariat was able to meet current expenses. This however was only possible because:

- a. the Secretariat charges were reduced to a minimum, as services were given without remuneration,
- b. no rent was charged,
- c. a greater part of the material was supplied gratis,
- d. only one number of the "International Transportworker" appeared, and
- e. no journeys were undertaken on behalf of the I. T. F. except by the members of the Emergency Committee.

A word of thanks at this juncture is not out of place, to the Dutch Federation of Trade Unions, which afforded every facility to the writer in the discharge of his duties from April to October and to the International Federation of Trade Unions which extended him every assistance in the matter of clerical help, office-accomodation and the use of office-requisities from November 1st 1919.

Conclusion.

How far the Provisional Executive Committee has fulfilled the expectation of those who elected them, and how far it has accomplished the task set by the International Conference at Amsterdam, remains for this Congress to decide.

The foundation for a strong and powerful I. T. F. has been laid during the past year. The I. T. F. will develop into a mighty organisation, embracing all the transportworkers' and railwaymen's organisations throughout the world, if this congress will decide upon measures which will consummate the structural framework of the organisation.

To accomplish this it will be necessary to have a strong financial basis, a sense of international confidence, and a determined international will. It is in this manner that transportworkers of all countries will be enabled to perform deeds of far-reaching and of international importance.

E d o F i m m e n .

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The report and translation of same took up the rest of the morning session and part of the afternoon session.

The report was adopted unanimously, amidst applause.

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Admittance of American Delegation.

Mr. Rob. Williams (Great Britain) on behalf of the Emergency Committee then reported on the admittance of the American substitute-delegate. Referring to the decision of the first day, he said that the Emergency Committee had no objection to the admittance of the American delegation ; for once the Marine Transportworkers' Industrial Union had been invited they were entitled to be admitted. It could be left to a later date to decide whether the American organisation should be admitted to the I. T. F.

The report of the Emergency Committee was adopted.

Financial Statement of the Provisional Bureau.

The following Financial Statement was submitted to the congress:

**Balance-Sheet of the International Transport Workers'
Federation for the year ending December 31st, 1919.**

Assets.

Item	Account	Amount	
		Foreign value	Dutch value
1	Contributions	£ 400.--	f. —
9	Former I. T. F.	—	" 1 898.87
14	Loan to the German Railwaymen's Union	—	" 400.00
15	Twentsche Bank	—	" 686.39
17	Cash in hand	—	" 3.40
	—	Kr. 7 070.87	—
18	Mitteldeutsche Creditbank, Berlin .	Mk. 16 134.36	—
		—	f. 2 988.66

Liabilities.

7)	Printing-Account A. N. D. B.,		
11)	outstanding	—	f. 279.85
19	Capital	—	" 2 708.81
	—	Cr. 7 070.87	—
	—	Mk. 16 134.36	—
	—	£ 400.--	—
		—	f. 2 988.66

**Income and Expenditure Account of the I. T. F.
for the year ending December 31st 1919.**

No.	Expenditure		
2	Expenses of the Secretary	—	f. 53.50
3	Postage stamps and wires	—	„ 349.13
4	Stationery	—	„ 46.60
5	Petty expenses	—	„ 19.95
6	Salaries of clerks	—	„ 24.10
7	“The Intern. Transportworker” No. 1	—	„ 1 546.28
8	Christiania Congress 15. 3. 1920 .	—	„ 322.10
10	Meetings of the Provisional Committee	—	„ 202.50
11	Report of Proceedings of Conference 29 and 30 April 1919	—	„ 970.30
12	Expenses of the Commission on Rules (Emergency Committee)	—	„ 1 913.01
13	Translations	—	„ 299.40
	Balance of income over expenditure 1919*)	—	„ 2 708.81
		—	f. 8 455.68
Income			
1 a	Contributions received		f. 8 429.69
b	—	Kr. 7 070.87	—
c	—	Mk. 16 134.36	—
d	— outstanding	£ 400.—.—	—
16	Interest	—	25.99
		—	f. 8 455.68

*) Besides foreign value: £ 400.—.—, Crowns 7 070.87 (Austrian)
Mark 16 134.36.

Explanatory Statement to the Balance-Sheet and the Income and Expenditure account.

1. Contributions:

a) Central Union of Transportworkers (Holland), membership 22000	f. 750.00
Netherlands Federation of Transportworkers, membership 10000	" 417.60
Netherlands association of Rail- and Tramwaymen, membership 18000	" 592.09
National Transportworkers' Federation (England) membership 280000 1/2 year = £ 400.—.—	" 4618.00
Swedish Railwayworkers' Union (Sweden), membership 35439, 1893.51 Crowns	" 1237.59
Norwegian Transportworkers' Union, membership 7000	" 237.00
Swedish Transportworkers' Union, membership 11089 Crowns 552.95	" 346.15
Belgian Transportworker' Union 15000 members, (at from 1st April 1919) frs. 844.00	" 231.26
	f. 8429.69
b) Austrian Railwayworkers' Union, 72000 members	Kr. 5750.00
Austrian Transportworkers' Union, 18978 members	" 1320.87
c) German Transportworkers' Union (191000 members)	Mk. 11464.00
German Railwaymen's Union (69006 members)	" 4670.36
	Mk. 16134.36

Deposited with the Mitteldeutsche Creditbank at Berlin.

- d) outstanding: 1/2 year of the National Transportworkers' Federation (England) £ 400.—.—.
2. Expenses of the Secretary when working at night. (The Secretary lives outside Amsterdam.)
3. Postage, stamps (despatch of journals and reports included) f. 192.93
Wires " 156.20
4. The stationery has been furnished gratis by the Dutch Federation of Trade Unions and the International Federation of Trade Unions. (Only the books for administration, envelopes; and an official stamp are paid for by the I. T. F.)

5. Petty expenses = postage and fares.

6. All work for the I. T. F. was performed gratis by the staff of the Dutch Federation of Trade Unions and the International Federation of Trade Unions. Only overtime work for the I. T. F. was paid for.

7. Analysis:

	Translation expenses	Printing expenses	Total
French	f. 73.50	f. 195.00	f. 268.50
German	" 44.95	" 316.40	" 406.35
English	" 74.50	" 217.40	" 291.90
Swedish	" 79.48	" 187.40	" 266.88
Spanish	" 102.50	" 210.15	" 312.65
	f. 374.93	f. 1171.35	f. 1546.28

8. Printing-expenses draft rules	f. 214.10
French translation	" 45.-
Agenda for Congress at Christiania	" 63.00
	f. 322.10

At the Meeting of the Commission on Rules the English text was adopted. No French representative was present, and in consequence the rules were translated into French, whilst the German text was drawn up by Döring at Amsterdam.

9. This amount was advanced at the request of the former Central Council of the I. T. F. by the Dutch Federation of Trade Unions and includes the costs of the Conference held on 29th and 30th April. At the request of the Dutch Federation of Trade Unions the amount was repaid by the secretary.

10. Expenses of 8 meetings of the Provisional Committee (two members of the Committee live at Rotterdam, and one at Utrecht).

11. Cost of translations into French, German and English

f. 150.00 each	i	= f. 450.00
Stamp		" 0.10
Printing expenses:		
English report	f. 265.10	
French ditto	f. 255.10	
		" 520.20
		f. 970.30

12. Total expenses of the members at Amsterdam	f.	556.25
Expenses members Provisional Committee (Holland)	"	61.25
Expenses members Emergency Committee (abroad):		
Williams	f.	300.27
Mahlman	"	100.00
Lindley	"	445.24
Döring	"	450.00
		1295.51
	f.	1913.01
13. Cost of translations into French and Spanish	"	92.95
English	"	177.30
Swedish	"	2.00
		272.25
14. Loan to the German Railwaymen's Union to meet expenses of delegation to the conference held on the 29th and 30th April. This amount will be repaid when the German rate of exchange has improved.		
15. Amount paid in	f.	5348.99
Withdrawn	"	4688.59
		660.40
Balance	f.	660.40
Interest	"	25.99
		686.39
Credit Balance at December 31st 1919	f.	686.39
16. Interest for deposit at "Twentsche Bank".		
17. Cash in hand on December 31st 1919 f. 3.40 besides the contri- butions of the Austrian Transportworkers' Union (Kr. 5750.00) and the Austrian Transportworkers' Union (Kr. 1320.87).		
18. Deposited at the Mitteldeutsche Creditbank at Berlin namely the contributions of the German Transportworkers' Union (Mk. 11464.00) and the German Railwayworkers' Union (Mk. 4670.36)		
19. Balance for the year ending December 31st 1919.		

A committee consisting of Clatworthy (Great Britain), Jochade (Germany) and Peter Andersen (Norway) had examined the accounts and reported that they had found everything in order.

Mr. P. Moltmaker (Holland) asked why England and France had not paid their contributions for 1919.

Mr. Rob. Williams (Great Britain) said that his organisation had paid their affiliation fee for the first six months of 1919 and they had intended to pay the rest before November 10th 1919 the date originally fixed for the International Congress. It was thought that by holding the money back the calling of the congress would be speeded up. (Laughter)

Mr. Edo Fimmen (International Secretary) said that in his report the reasons had been given why this congress had been twice postponed. It had now become clear from the remarks of Williams why the British organisation had not paid even after January 15th, when the congress was postponed a second time at the special request of the organisation which Williams represents. (Loud Laughter)

Mr. H. Guichard (France) said that the French organisations had been almost destroyed as a consequence of the war and only in 1919 had they succeeded in reorganising themselves. It should be understood, however, that the French organisations would pay all outstanding dues, from the beginning of 1920.

The financial report was then adopted.

The new Constitution.

It was reported that the draft of the new rules had been prepared by a committee and sent to all the organisations concerned. The Chairman remarked that no amendments had been received.

Mr. H. Gosling (Great Britain) moved that the draft constitution be adopted without discussion.

Mr. C. Löven (Sweden) called attention to the Swedish request for the publication of the "International Transportworker" and other matters in one of the Scandinavian languages. He pointed out further that as long as the German rate of exchange remained so low it would not be advisable to express affiliation fees in terms of German currency.

Mr. Edo Fimmen (International Secretary) said that the issue of publications in one of the Scandinavian languages had been discussed by the Bureau. It was merely a question of finding the money. As soon as the finances allow, the publications of the I. T. F. will have to be issued in one of the Scandinavian languages and in Spanish.

In regard to the contributions, up to now every country had paid in its own currency, a method which had also been adopted by the International Federation of Trade Unions.

Mr. E. Bevin (Great Britain) said that it would be very hard to demand that all contributions should be payable according to pre-war rates of exchange. This would mean that every country would have to pay an amount per member equal to 6 cents Dutch currency per year. We should try and see whether we cannot reach a compromise.

Mr. Edo Fimmen (International Secretary) moved to discuss the draft constitution with the exception of article XII dealing with the Contributions. He proposed that the question of contribution be dealt with when discussing the item 10 of the agenda.

Mr. E. Vignaud (France) moved an amendment to article XVI to the effect that a congress of the I. T. F. once having been convened, shall not be postponed unless half the number of the organisations affiliated apply for such postponement or if in the opinion of the General Council such course is absolutely unavoidable.

In respect of article 47, he proposed to modify this in such a way as it would allow an organisation to communicate direct with the organisations of other countries.

Mr. Edo Fimmen (International Secretary) said that it would be superfluous to embody any stipulations in the rules regarding the postponement of congresses as suggested by Mr. Vignaud. Exceptional circumstances had rendered it necessary to postpone that congress twice.

It should be left to the Executive Committee to alter the date of a congress should circumstances require. It is the duty of the Executive Committee to convene a congress.

Mr. Rob. Williams (Great Britain) fully endorsed Mr. Fimmen's views.

Mr. J. Döring (Germany) said that it was not likely that congresses would be postponed frequently. Consequently it would not be necessary to provide for that in the rules. Such matters should be left to the discretion of the Executive Committee.

Mr. Jaccoud (France): Our proposal has nothing to do with the calling of this congress as we were quite in agreement with its postponement. We admit that our proposal would make it almost impossible to postpone a congress and we withdraw the amendment.

The meeting adjourned.

Wednesday, March 17th.

The Chairman read a telegram from the Boda Branch No. 31 of the Norwegian Transportworkers' Federation wishing the congress every success.

The new Constitution.

Mr. E. Vignaud (France) explained that he wished to make Rule 47 so elastic as to enable affiliated organisations to communicate with one another without having to approach the International Secretariat.

The speaker illustrated his views with some examples. It may happen, for instance, that a ship which the French refuse to unload at Calais is diverted to Antwerp. If in the first place we have to communicate with Amsterdam, our Belgian comrades would not be informed in time. This would be avoided if direct communication could be established with Antwerp on such occasions.

Mr. Edo Fimmen (International Secretary): Rule 47 does not apply to the instance referred to by our friend Vignaud. We should not weaken the principle laid down in this rule. In the case referred to by Vignaud, it would of course be quite permissible to communicate with the organisations abroad straight away. It would be self-evident, however, that such a case should be brought to the notice of the Executive Committee at once.

Mr. E. Vignaud (France) withdrew his proposal.

Mr. N. Nathans (Holland) moved that the number of members of the Management Committee be increased to 5. If one or two members were prevented from attending a meeting, either through illness or any other unforeseen circumstance, the Committee would be unable to function.

Mr. Rob. Williams (Great Britain) observed that this proposal must be based on a misunderstanding. The committee actually consists of 5 members, viz three members elected by this congress, the President, and the Secretary of the General Council.

Mr. N. Nathans (Holland) consented to withdraw his proposal on condition, that the organisation(s) in the country where the headquarters are established shall be empowered to appoint substitutes when necessary.

Mr. A. Forstner (Austria) wished to draw the attention of the congress to the importance of rule 53 covering the transfer of members. This should not be allowed to become a dead letter and the affiliated organisations should act up to the principle laid down in this rule.

The vote was then taken on the draft Constitution and Rules and it was adopted unanimously — with the exception of rule XII.

Mr. Ch. Lindley (Sweden) moved that it shall be the duty of the Committee to develop the International Transportworkers' Federation into something more than it had been up to that time. Special attention should be given to the granting of financial assistance in the event of

disputes. This matter had also been submitted to the London congress of 1913 and it had been referred to a committee composed of members from several countries. This committee should have met in Vienna in August 1914 but had not met in view of the outbreak of war. Since then nothing had been done in the matter. It was essential that this question should be dealt with at our next congress.

Mr. H. Gosling (Great Britain) took the chair.

International Seamen's Conference at Genoa.

Mr. Ch. Lindley (Sweden) intimated that the Emergency Committee had considered the question of the International Seamen's Conference to be held under the auspices of the League of Nations at Genoa on the 15th of June. The Emergency Committee proposed that the Seamen's organisations represented at this congress appoint a sub-committee to prepare a resolution on this matter.

Mr. J. Cotter (Great Britain) expressed the opinion that this question should not be dealt with by the I. T. F. but left entirely to the International Seafarers' Federation. This Federation has already drawn up a programme which had been sent to all Seamen's organisations.

Mr. Edo Fimmen (International Secretary) pointed out that seamen's organisations had joined the I. T. F. and consequently that congress was fully entitled to deal with the question. The I. T. F. is the appropriate body to represent the interests of seamen because all transportworkers with the inclusion of seamen formed part of the I. T. F.

Mr. E. Bevin (Great Britain) observed that the matter was not so simple as it looked. We should bear in mind that the International Seafarers' Federation had been in operation during the war, while the I. T. F. had not. It would be better to communicate with the I. S. F. and attempt to draft a joint program. There could be no doubt that the seamen should be affiliated to the I. T. F. However, in this particular instance the wisest course would be not to ignore the existence and influence of the I. S. F.

Mr. J. Döring (Germany) said that the I. S. F. could not be regarded as an International organisation; the Germans, for instance, were not affiliated to it. Though the Germans had been deprived by the Peace-terms of their mercantile fleet, they were certain that in the course of time they would succeed in rebuilding their mercantile Marine and resuming their position amongst the seafaring nations. Some time ago he had received a programme from the I. S. F. in the French language. It might have been that these gentlemen desired us to study French but he thought that such a document should have been published in German. Seamen do not form a separate organisation in Germany as

in their opinion all transportworkers should be organised in one organisation. If we recognise the I. S. F. this would be tantamount to weakening the I. T. F. The I. T. F. for its part was fully entitled to speak in the name of the sailors.

Mr. E. Griph (Sweden) said that he knew from experience the vital importance of all transportworkers working harmoniously together. The Scandinavian sailors were quite willing to affiliate with the I. T. F. The speaker, for one did not admire the lead which had been given by Mr. Havelock Wilson.

He moved the following resolution:

"The International Transportworkers' Congress, held at Christiania in March 1920, fully realises the importance of financial and moral mutual aid being given to affiliated organisations of the I. T. F. in the event of industrial disputes. It holds that solidarity must be more visibly assured and resolves to observe and endorse all decisions taken by kindred organisations in the event of a strike being called, either singly or when called in conjunction with one or more affiliated organisations and in the event of a boycott or blockade."

Mr. Edo Fimmen (International Secretary) declared that he could not agree to Bevin's suggestions. If the International Bureau should enter into communication with a separate International Seamen's Organisation, this would mean the recognition of a separate overlapping International Transportworkers' Organisation. He might be induced to act in accordance with Mr. Bevin's suggestions after the I. T. F. had drawn up its own programme.

The line of action proposed by the Secretary was agreed to.

It was also decided to refer Griph's resolution to the Executive Committee.

Afternoon Session.

The afternoon session was also presided over by Mr. Gosling.

Mr. A. Birkeland (Norway) remarked that the question discussed in the morning session had not been satisfactorily solved, as no real decision had been taken.

Mr. Edo Fimmen (International Secretary) admitted the justice of the comment of the Norwegian delegate, as the programme had not been adopted. This would, if possible, be laid before the congress to-morrow.

Contributions.

Mr. Rob. Williams (Great Britain) addressing the Congress said that this question had been discussed by the Emergency Committee and it had been agreed that contributions must be increased. The Executive Committee was further of opinion that affiliation fees must be paid in the currency of the country where the headquarters of the I. T. F. were established. They should not be lower than 10 Pfennigs per member and per annum.

Mr. H. Guinchar d (France) moved that contributions should be paid in the currency of the country of each individual organisation and to defer the matter for settlement at the next congress. If the headquarters remain in Amsterdam, they would have to pay in Dutch guilders. This would be an impossibility, because each guilder would mean an outlay of about five francs as compared with two francs or thereabouts at the pre-war rate of exchange. Their members did not pay in guilders but in francs.

Mr. J. Döring (Germany) called the attention to the fact that if the contributions were made payable in the currency of the country where the headquarters of the I. T. F. are at present established, the German organisations would have to pay about 750 000 Marks and this would be impossible. True, their contributions had been raised, but expenses had become much heavier. Contributions must be applied in the first instance to the financing of national trade-movements. They could not possibly set aside such a large portion of their income for affiliation fees to the I. T. F.

Speaker reminded Williams of the words used by him (Williams) in Amsterdam, when he declared that the low ebb of German financial conditions was a consequence of transactions of international capitalists and that the workers for their part should not take a mean advantage of the low rate of exchange.

Mr. J. H. Thomas (Great Britain) remarked that if the contributions were paid in the currency of the various countries, his organisation (the British Railwaymen) would have to pay 8000 Pounds sterling, whereas the Austrians would only have to pay about 14 Pounds. Under those circumstances the British Railwaymen would have to pay more than all the other affiliated organisations put together.

Mr. F. W. Franzén (Sweden) moved that this difficult question be referred to a special committee for further consideration.

Mr. E. Bevin (Great Britain) moved an amendment that the question be considered by the Emergency Committee.

The amendment was agreed to. The further proposals with regard to this matter were not brought up.

Headquarters.

Mr. Jaccoud (France) moved to establish the Headquarters of the I. T. F. in London.

Mr. C. Stensrud (Norway) moved to establish them in Amsterdam.

Mr. P. Moltmaker (Holland) : A proposal has been submitted by the French to remove the headquarters from Amsterdam to London. The French have failed to state their reasons for such removal. In the speaker's opinion such a proposal should only be made when there are cogent reasons for such transfer.

Mr. E. Vignaud (France) : Before the war the Secretariat was established in Berlin as all delegates undoubtedly knew. Under present circumstances the best policy would be to remove the International to London. Our English friends, I am sure, will devote all their energy to the interests of the I. T. F.

Mr. E. Bevin (Great Britain) declared in the name of the British delegation, that the British organisations were willing to have the headquarters in London should the Congress so decide.

Mr. J. Döring (Germany) moved that this question be brought up to morrow in order to give each delegation an opportunity to discuss the matter privately.

Mr. Oscar Olsen (Norway) seconded. It was difficult to decide on the spur of the moment and the delegations should be given an opportunity to talk things over.

Mr. Rob. Williams (Great Britain) was against postponing the decision.

Mr. J. Döring (Germany) then withdrew his proposal. The motion for the removal of the Secretariat from Amsterdam to London was then put to the vote. On a show of hands, 35 voted for Amsterdam and 20 for London.

Mr. Rob. Williams demanded that a card-vote should be taken.

The result of the card-vote showed that the following organisations were in favour of Amsterdam :

America	Marine Transportworkers' Industrial Union	15 000
Austria	Austrian Federation of Men and Women engaged in Commercial and Road Transport	60 000
	General Union of Austrian Railway Servants	82 000
Denmark	Danish Transportworkers' Union	3 200
	Danish Union of Railwaymen	10 000
	Danish Sailors' Union	2 400

Finland	Finnish Transportworkers' Union	4 500
Germany	German Union of Railwaymen	420 000
	German Transportworkers' Union	550 000
Holland	Central Union of Transportworkers	28 000
	Dutch Society of Railway and Tramway Servants	20 026
Norway	Norwegian Union of Dockers and Transportworkers	10 000
	Norwegian Union of Railwaymen	7 500
	Norwegian Locomotive Engine Drivers' and Firemen's Union	1 300
	Norwegian Seamen and Firemen's Union	5 000
Sweden	Swedish Union of Railwaymen	40 000
	Swedish Firemen's Union	4 500
	Swedish Seamen's Union	5 500
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Total		1 268 926

In favour of London:

England	National Transportworkers' Federation	280 000
	National Union of Railwaymen	500 000
France	National Federation of Dock-Labourers of France and Algeria	40 000
	National Vehicle Workers and Carters' Federation	40 000
Sweden	Swedish Transportworkers' Union	12 000
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Total		872 000

The Danish Locomotive Engine Drivers and Firemen's Union voted blank.

The Chairman: The total number of votes cast is 2 148 926. 1 268 926 are in favour of Amsterdam and 872 000 for London, 8000 blank.

Mr. Rob. Williams (Great Britain) observed that it had struck him that whereas the German Transportworkers paid affiliation fees for 1919 on a membership total of 191 000 they now had a voting strength of 550 000. The speaker was still more surprised to learn that the membership of the German Railwaymen's organisation had increased from 69 006 to 420 000. He would like the Germans to explain these gigantic increases in their membership, since he could not imagine how it was possible.

Mr. J. Döring (Germany) wanted to draw Mr. Williams's attention to the fact that not only the German Transportworkers had showed great increase in their membership but all German trade-unions had grown to a very considerable extent since the November revolution. The German National Centre now embraced seven million affiliated members

as against two millions prior to November 1918. Soldiers returning from active service had been readmitted to their respective unions. To their number must be added those who had been released from foreign imprisonment. As far as the Railwaymen were concerned these were not allowed to organize under the old regime and their organisation had been founded at the end of 1918. The German contribution was based on the membership total at December 31st 1918, as agreed upon at the April Conference at Amsterdam. Speaker thought he had succeeded in explaining the nature of the difference between the figures of 1918 and the present total. They were quite willing to submit a statement to the Bureau setting forth their exact membership to date duly authenticated by the German Trade Union Centre and the German Government. On the other hand they wanted the English to produce a similar statement. He further emphasised that the British Railwaymen had a voting strength of 500 000 members at this congress in spite of the fact that they have not contributed a penny to the I. T. F. so far.

Mr. Rob. Williams (Great Britain) said that the membership of the British organisation was in fact larger than 280 000 but they did not want to vote for a larger number than on the paid-up total. When Döring stated that their membership was as high as 550 000 this statement had to be accepted. All the same it was very difficult to understand it, especially in view of the fact that there was hardly any traffic in German ports and docks.

Mr. J. Döring (Germany): This is the first time that a membership return from an organisation has been called into question. It is certainly not fair to make allegations of this kind against the Germans, who have done so much on behalf of the International Movement. The proposed statement referred to, signed by the German National Centre, shall be sent to the Bureau immediately on our return home.

Mr. C. Stensrud (Norway) deplored the incident and expressed his regret that such unfounded allegations should have been made against the German organisations.

Mr. P. Moltmaker (Holland) said that the Congress had decided to have the headquarters in Amsterdam, the first time by 35 votes to 20 and the second time by 8 countries against 2, the majority being approximately 400 000 votes. What did our English comrades actually want? He thought that there were no grounds for altering their decision. If the English delegates had objections to Amsterdam and insisted upon having the headquarters in London, why did not they say so clearly instead of making attacks upon the Germans?

Mr. Rob. Williams (Great Britain) rose to make a personal statement. He requested the congress to bear in mind the difficult situation the English found themselves in. It has always been the ardent wish of British Transportworkers to reconstitute the I. T. F. on a sound basis. During the war he had fought for the maintenance of international ideals with the result that some of his colleagues had called him pro-German. If we return to England with the appearance that the Germanic sections who had controlled the old I. T. F. had again secured a victory by multiplying their affiliated membership three-fold, the British position would be intolerable.

The British had taken the initiative immediately after the armistice to reconstruct the I. T. F. and they did not mind the Bureau being at Amsterdam but he strongly condemned the apparent concentration of votes against the London nomination. All they asked for was fair play and adhesion to the numbers registered as being affiliated to the I. T. F. They had not increased their 280 000 and the Germans had by over half a million. All the factors claimed by Döring had been in operation in Great Britain namely the demobilisation and increase in membership and he and his colleagues would have seriously to consider the entire position.

Meeting adjourned.

Thursday, March 18th.

Mr. C. Lindley (Sweden) in the chair.

Mr. Edo Fimmen (International Secretary) read telegrams from the members of the Russian delegation, who were detained at Vardø and were awaiting for a ship to Christiania.

One of the telegrams sent the Russian delegation's fraternal greetings and expressed the hope that the congress would still be in session when the delegation arrived.

Mr. Edo Fimmen (International Secretary) announced that the Emergency Committee had held a meeting that morning to discuss the situation engendered by yesterday's proceedings. The Emergency Committee held that the best thing to do under the circumstances was to cancel the decision with regard to Headquarters and to record the discussion. The Emergency Committee propose to retain the headquarters at Amsterdam for the time being, and on the same conditions as now in vogue and without prejudice to the ultimate determination of the permanent headquarters of the I. T. F.

The Emergency Committee realized that the circumstances prevailing in April 1919 had not been modified, when the headquarters were temporarily established in a neutral country on account of the hostile feeling between former belligerents.

They were therefore of opinion that headquarters should remain in Amsterdam for another year and a definite decision should be arrived at by the next congress to be convened, if possible, for some time in May 1921.

The voting-strength at that congress would be based on the number of members for which affiliation fees on the agreed basis had been paid to the I. T. F. for the quarter immediately preceding the congress.

Mr. J. H. Thomas (Great Britain) said on behalf of the British delegation, that they were animated by the desire to secure the International on the firmest possible foundations.

Each nationality had its own temper and they must not allow minor differences on details to interfere with their work. By next year we may have succeeded in getting more organisations into our International. This would facilitate matters in coming to a decision. A question of a personal character came to the forefront in consequence of yesterday's discussions. I wish to express the deepest gratitude for all that the secretary Mr. Fimmen has done. We all fully acknowledge that he has achieved great things in these difficult times.

He urged Fimmen not to refuse the task which he had so far fulfilled to the credit of our International and to everybody's satisfaction.

No anti-German feelings were fostered by the British delegation — and the German comrades should understand this — they were imbued with the spirit of internationalism and with the ardent desire to do everything within their power for the development of the International Federation.

We fully approve of the suggestion to leave the headquarters in Amsterdam under the guidance of Fimmen (Applause).

The Emergency Committee's proposal was carried unanimously.

Mr. Fimmen said that he was prepared to remain in office as provisional secretary for another year. He thanked the delegates for the confidence placed in him and said that in his opinion the International of Transportworkers was one of the organisations which was destined to march in the front-ranks of the labour army. Therefore unity should prevail in our ranks.

Mr. Bevin (Great Britain) moved that the congress should grant Mr. Fimmen a certain remuneration for the services rendered during the period under review. The congress agreed to leave it to the Executive Committee to fix the amount.

Appointment of the countries whose representatives shall be eligible as members of the General Council and of the Executive Committee.

The Emergency Committee moved that the General Council be constituted of representatives from the following countries:

Great Britain	1 member
Germany	1 "
France	1 "
Italy	1 "
Russia	1 "
U. S. of America	1 "
Spain and South-America	1 "
Austria, Hungary, Poland and Czecho-Slovakia	1 "
Holland and Belgium	1 "
Norway, Sweden, Denmark and Finland	1 "

Mr. Fr. Scheffel (Germany) moved a proposal to have 2 representatives of England and Germany on the General Council in stead of 1. These 2 countries had together 1 750 000 members, of which 920 000 railwaymen. If the Congress would act upon this proposal these 2 countries would appoint a railwaymen as their second representative.

Mr. H. Guinchard (France) seconded, and further proposed that as long as Spain had not made their own nomination, France should also be allowed to have 2 seats on the General Council.

Mr. J. H. Thomas (Great Britain) fully concurred with the views expressed by the German delegate. Two important British organisations are affiliated to the I. T. F., and it would be very advisable to give them both a seat in the General Council. Seats on this body may then be left open for America and Russia till these countries have become members of the International.

It was decided that Great Britain, France and Germany should have 2 representatives each in the General Council.

The Chairman requested the delegations to meet privately in order to elect the representative for their country or group of countries. He further asked them to report the names to him as soon as possible.

The meeting was adjourned till 2 p. m.

Afternoon Session, March 18th.

The Chairman after reopening the meeting proposed to discuss item 12 of the agenda.

Inquiry into the possibility of giving financial assistance to organisations in need.

Mr. J. Toivonen (Finland) gave particulars as to the conditions in Finland. The present Government of Finland obstructed the Trade Union movement on all conceivable occasions.

The workers were not allowed to withdraw labour for the improvement of economic conditions. The right of combination, free speech and the right to demonstrate have become a dead letter.

Raids are continually carried out in offices and residences of trade union leaders. Reaction is rampant. In consequence of the upheaval in 1917 the trade unions have been destroyed and no endeavours have been made as yet to re-establish them. The Transportworkers' organisation has at this moment a membership of 4500. The economic condition of the workers was extremely bad and the organisations have not sufficient means to promote trade-union propaganda. He therefore applied to the I. T. F. for financial assistance.

Mr. Ed o F i m m e n (International Secretary) said that a request for financial assistance had been made by the Belgian Railwaymen's Organisation. That organisation is not represented at this present congress and he did not know whether they still wanted assistance.

Mr. E. V i g n a u d (France) said that the French organisation had resumed its activities after the armistice, and as would be understood the financial position was far from satisfactory. The French organisation did not apply for a subsidy from the I. T. F. but would highly appreciate it if this congress would allow the French organisation to pay affiliation fees as from 1st July 1920.

Mr. J. H. Thomas (Great Britain) said that it would be very difficult for this congress to take a decision on that matter. The best course for the organisations concerned would be to apply to the Executive Committee direct.

This was agreed to.

Election of General Council.

The Chairman announced that the following representatives had been nominated:

Great Britain:	J. H. Thomas and Robert Williams.
Germany:	J. Döring and H. Jochade.
Austria:	A. Forstner.
France	Marcel Bidegaray and E. Vignaud.

Mr. E. G r i p h (Sweden) expressed regret that not one seaman had been nominated. The only course open to ensure the representation of the seamen in the General Council was to make 12 the number of members of that body; it should be stipulated moreover that 1 representative from Great Britain and 1 from the Scandinavian Countries should be a representative of the Seamen's organisations.

I hold that a seamen's representative must be elected to the General Council in view of the particular interests of this large group of workers.

We would then be able to demonstrate that the interests of seamen are fully protected by the I. T. F. and to bring home to Mr. Havelock Wilson that there was no need for a special International of Seamen.

Mr. A. Birkeland (Norway) said that if the course suggested by Mr. Griph be followed the Scandinavian Seamen would nominate the vice-president of the Norwegian Seamen's and Firemen's Union, Mr. Oskar Nielsen.

Mr. Edo Fimmen (International Secretary) pointed out that yesterday it had been decided that the General Council should consist of 10 members. No one knows what other nominations will be made. If the Scandinavians desire the nomination of a seaman, let them bring forward their nominees by all means. Should no seamen be elected to the General Council the Congress would be well advised to allow them to co-opt to its number.

Mr. E. Griph (Sweden) remarked that the question of representation of seamen had to be settled then. Should representation be refused there could be no reason for seamen to join the I. T. F.

Mr. Griph then left the congress.

Other Scandinavian seamen's delegates declared that they entirely dissociated themselves from Griph's statement.

The next Congress.

Mr. Rob. Williams (Great Britain) moved that the next congress be held in Switzerland. The provisional bureau had agreed to that country but had not decided the city where the congress would be held. Williams for his part had preferred Zürich, as this was a more industrial town.

Mr. J. H. Thomas (Great Britain) suggested Geneva, as this city would be the seat of the League of Nations. We may there show the "League of Nations" how the "League of Peoples" should be brought into being.

It was decided to hold the next congress at Geneva in May 1921.

The International Situation.

Mr. Edo Fimmen read two letters from the "Fédération Nationale des Moyens de Transport" calling the attention of the British Transport-workers to the fact that part of the work of the porters at Boulogne consisted of carrying the baggage of the passengers to and from ships. They asked the sailors of the Folkstone-Boulogne, and the Dover-Calais Boats not to take the bread from out the mouths of the porters by carrying luggage etc. The second letter dealt with motor drivers' licences and asked for regulations dealing with drivers licenses, which would provide that the licenses should hold good in all countries.

Mr. Rob. Williams (Great Britain) said that the first matter would be investigated after his return to England when he would make representation to the Seamen's Union.

Mr. H. Jochade (Germany) said that he had still a large quantity of questionnaires and other material in his possession, which might be of use to the I. T. F. He further recommended the publication of an international directory of transportworkers' organisations containing their full title and address and a list of officials etc.

Mr. Edo Fimmen (International Secretary) thought that they should leave that matter to the Executive Committee for consideration.

Mr. Rob. Williams (Great Britain) said that the Bureau thought the delegates should not return home without having reviewed the international situation. He for one did not know the exact situation in Germany but he knew the attitude of the British Government towards Soviet Russia. The British Labour Movement had mobilised its whole political and economic power against the blockade of Russia, and the war engineered by international financiers. The French and Italian comrades had also refused to handle munition and arms destined for the counter-revolutionary forces at war against Russia. They had also brought their influence to bear upon the Government in order to put an end to the White Terror in Hungary.

In America the government withholds from the I. W. W. the right to organise workers, and prosecutes the leaders.

Reaction is perceptible in almost all countries. The workers should unite closer and form a solid and undivided front against capitalist, imperialist and militarist domination.

In the name of the Bureau he submitted the following resolutions :

Resolution re-unity of Labour Movement.

"This International Transportworkers' Congress congratulates the organised workers of all countries upon their increased numerical and moral strength.

Despite the war and its consequences which the reactionaries had hoped would destroy our Trade Union organisations, we find ourselves stronger today than ever we have been before.

This Congress calls upon organised Labour of all trades and sections in their various countries to unite in their appropriate national and international organisations.

During the present transitional stage of industrial and political methods and tactics it is absolutely essential that there must be loyalty and solidarity among all sections in their respective countries and between the workers of those countries.

The Congress therefore urges upon all members of the working-class movement, conscious of their historic mission, to unite upon the basis of International Proletarian Solidarity and by so doing to work unceasingly for the overthrow of the age long domination of Landlordism and Capitalism."

**Resolution re the Reaction and the prosecution
of the Labour Movement in various countries.**

"That this Congress of the International Transportworkers' Federation enters its strongest and most emphatic protest against the attempts by arms, by economic pressure, by blockade and by diplomatic intrigue of international capitalists to overthrow the Russian People's Government.

It further protests against the organised brutality and murder by the reactionary Government of Hungary which seeks by oppression and repression to destroy political and industrial organisation of the Hungarian working-class.

The Congress moreover condemns the suppression of Labour and Socialist propaganda by the Government of the United States of America as being a denial of the rights of minorities.

It therefore instructs the members of the temporary bureau and the General Council to consider and advise what action may be possible and necessary in order to bring economic, industrial, and political pressure upon the Governments mentioned in order to demonstrate the solidarity of Transportworkers in particular and organised labour in general."

Mr. H. Guinchar d (France) observed that in Spain conditions were somewhat similar to those of the United States of America. He therefore asked to include Spain in the resolution.

This was agreed to and both resolutions were carried unanimously amidst loud applause.

Mr. C. G. Andersen (America) addressed the conference and emphasised the necessity of workers not belonging to trade-unions for the sole purpose of obtaining paltry increases in wages or for shorter hours of labour. The workers should now prepare themselves to run the transport-industry. The task of the workers was to take the administration out of the hands of exploiters who ran the business for the benefit of a few, and to take the industry in their own hands for the benefit of all

It was to be hoped that the transportworkers would combine with the workers of all other industries in order to unite the working-class in its struggle for the abolition of wage-slavery.

The meeting was then adjourned until next morning at 9. a. m.

Friday, March 19th.

The chairman read a telegram received from the Dutch transportworkers reading as follows:

"Joint Strike Committee Dutch Transportworkers and Sailors convey greetings to your conference. Express their thanks for brilliant moral and financial assistance in our strike. Beg to appeal to your

solidarity for further financial and moral support. Sixteen thousand strikers are firmly resolved to continue till victory has been attained.

Bouwman Dutch Federation
Drop Central Union."

Mr. J. Brautigam (Holland) wanted to convey hearty thanks to the foreign comrades for the splendid solidarity displayed on behalf of the Dutch workers who were out on strike. He wanted in particular to thank the National Transportworkers' Federation of Great Britain. The employers who had made gigantic profits during the war had refused to meet the very moderate and reasonable demands of the workers who during the war risked their lives to amass fortunes for their exploiters. The employers had rejected their demands alleging that they protected the interests of the community against the increased cost of living, necessitated by advances in wages. How false and misleading their contentions were required no explanation at a gathering of workers. The high prices of commodities had preceded the general rise of wages. The employers, however, now want to make them believe that by depressing wages the cost of living will be reduced. Meantime the shareholders continued to receive enormous dividends.

The Dutch Transportworkers were firmly resolved to persist until the bitter end and they relied upon the co-operation of their comrades abroad.

Mr. A. Forstner (Austria) gave some information regarding the conditions in Hungary. It would not be possible to persecute the Labour movement in that country as was then the case if the Hungarian government had not been supported by the Entente Commissions.

Thousands of men and women of the working-class are prisoners in concentration camps. They had been treated most cruelly. He requested the delegates from the allied countries to bring their influence to bear on their governments in order to stop the White Terror in Hungary. He wanted to warn the delegates against so-called Hungarian refugees representing themselves as persecuted revolutionaries. In many cases these had proved to be spies of the Hungarian Government.

Mr. Edo Fimmen (Holland) confirmed the information Forstner had given. During his stay in Vienna he (Fimmen) had personally investigated matters and had found that the most brutal oppression in the history of the world had been meted out to the Trade Union and Socialist movement in Hungary. The Bureau of the International Federation of Trade Unions had taken the matter up and had sent a manifesto demanding the immediate abandonment of the persecutions. Should the Hungarian Government refuse, an International boycott of that country should be proclaimed.

Mr. H. Guinchar d (France) expressed his great satisfaction at the fact that the two resolutions moved by Mr. Williams had been carried unanimously. This congress should give expression to its profound abhorrence of militarism and war. In this connection he moved the following 2 resolutions:

Resolutions re War and Militarism.

"This Congress of the International Transportworkers' Federation, assembled at Christiania on March 15th - 19th 1920 taking into consideration that the war has cost the lives of millions of human beings, and that war is the cause of the misery against which various nations are striving; taking into consideration that Nations have been dragged into this carnage by the capitalist regime, further taking into consideration that it is the first duty of every organised worker to declare war against war, decides to actively and incessantly fight capitalism and militarism, which is the principal weapon of oppression by the propertied classes."

*

"This Congress of the International Transportworkers' Federation assembled at Christiania on March 15th - 19th 1920, extends its fraternal sympathy to all peoples struggling against their brutal oppressors, who are aided and abetted by the capitalist class, the natural enemy of our trade-union organisations;

deeply moved by the massacre of the millions of victims fallen on the fields of butchery;

pledge themselves to avail themselves of all means at their disposal to prevent the recurrence of a similar terrible catastrophe."

*

These two resolutions were carried unanimously amidst great enthusiasm.

Mr. E. Vignaud (France) had listened with great interest to the information the comrades from Holland had given about the strike. He said that in France every effort had been made to blockade Dutch ships. The unloading of Dutch vessels with cargos destined for the French navy had been performed by naval men and not by civilian transport-workers.

The French also had refused to handle war material for the counter-revolutionary armies in Russia. To-day the news had been received that the German counter-revolution had been defeated and he wished to congratulate the German proletariat on this great achievement. In connection with this most important fact he wanted to move the following resolution:

Resolution re Victory of German Proletariat.

"That this International Congress of the International Transportworkers' Federation in Christiania assembled and representing more than 2 million organised transportworkers from all countries. Sends fraternal greetings to all workers in the fight for emancipation. It congratulates the German proletariat on its victory over the military and capitalist counter-revolutionary forces."

This resolution was adopted unanimously.

Mr. Edo Fimmen announced that a telegram from the Greek delegate Nicolas had come to hand stating that he had arrived in Paris and would proceed to Amsterdam.

A telegram from the Executive Committee of the Communist (3rd) International signed Sinovieff had also been received. It stated that class conscious workers throughout the world were following the proceedings of the Transportworkers' congress with close attention.

The following reply was sent to Sinovieff:

"International Transportworkers' Congress sends its fraternal greetings to the Russian people.

The Transportworkers' International will do its duty in the fight for social liberation."

The Chairman announced that the Scandinavian delegations had elected Charles Lindley as a member of the General Council, and Oscar Nilsen as substitute.

He observed that all items of the agenda had now been dealt with.

Mr. H. Gosling (Great Britain) warmly thanked the Norwegian comrades for the cordial reception extended to the delegates in Christiania.

Mr. Jaccoud (France) also expressed his gratitude and specially wanted to thank the International Secretary, Mr. Fimmen. He moved the following resolution:

"That this congress highly gratified with the cordial spirit of fraternity prevailing thereat, tenders its hearty thanks to the Emergency Committee and in particular to the Secretary, Comrade Fimmen, for the devoted manner in which they have performed the heavy task devolving on them in the reconstruction of the I. T. F. and also warmly thanks the Bureau of this Congress for facilitating the task of the delegates."

The resolution was adopted unanimously.

Mr. Fr. Scheffel (Germany) wanted to express his gratitude in the name of the German and Austrian delegations to the Norwegian comrades for the reception accorded them. He wished all the comrades a

safe journey home and hoped to meet them again at the next congress. The fraternal spirit which had prevailed at the congress has been a source of great satisfaction to our delegates.

Mr. Charles Lindley (Sweden) speaking in the name of the Danish and Swedish delegations thanked the Norwegian comrades for their kind reception. He was pleased with the results achieved at the first post war congress, which had exceeded all expectations.

Mr. Oscar Olsen (Norway) said he was very pleased that all were satisfied with the efforts of the Arrangements Committee. They had done their best. He hoped that the delegates had not received a bad impression of Norway and its people, and he requested them to take the greetings of Norwegian comrades to their countries.

The Chairman then closed the congress.

All delegates thereupon rose and sang the "International".

APPENDIX.

CONSTITUTION of the International Transportworkers' Federation.

Name.

I.

The international organisation of trade unions and federations of transportworkers of all countries shall be called: "The International Transportworkers' Federation" (I. T. F.).

Headquarters.

II.

The headquarters of the I. T. F. shall be in Amsterdam.

Objects.

III.

The objects of the I. T. F. are to promote and maintain the industrial organisation of transportworkers of all countries in a strong and unbreakable international federation, in order:

- a. to promote the economic and social interests of all transportworkers;
- b. to support such joint national and international action as the circumstances may warrant in the struggle against the exploitation of Labour, and to maintain International Working Class Solidarity.

IV.

The I. T. F. shall work for the objects mentioned by:

- a. establishing and maintaining friendly relations between the trade organisations of transportworkers of all countries;
- b. supporting and promoting the organizing of transportworkers in those countries, where they are not organized or only partially organized;
- c. publishing one or more journals in the various languages;
- d. holding international congresses and conferences;
- e. collecting, elaborating and circulating data and information concerning the wages and labour conditions of the transportworkers in the various countries;
- f. collecting, elaborating and circulating data and information concerning legislation and regulations of the various countries on behalf of the protection of life and health of the workers employed in the transport- and traffic trades;

- g. watching the introduction of all Labour-saving machinery and mechanical contrivances and processes etc. with a view of protecting the status and economic interests of all transportworkers who may be affected ;
- h. preserving the rights and interests of the members of the organisations affiliated to the I. T. F. during their stay in foreign countries and by promoting and creating regulations concerning the transference of members from the organisations of one country to those of another country ;
- i. granting moral and financial support to organisations engaged in industrial disputes i. e. :
 - 1. by taking the necessary steps to obtain international financial assistance, after any section or sections within any nation or nations have expended their funds in waging a prolonged struggle with the combined employers ;
 - 2. by promoting and supporting sympathetic strikes, passive resistance and boycotts.
- k. by entering into and regularly maintaining relations with the International Federation of Trade Unions and the International Secretariats of other trades and industries.

Affiliation, Resignation and Expulsion.

V.

All trade unions and federations of those engaged in the Transport trade and in State or Municipal traffic enterprises are entitled to affiliate to the Federation, provided they recognize the objects of the I. T. F. as defined above and the resolutions passed at the congresses of the I. T. F.

VI.

The affiliation to the I. T. F. shall be effected through the Executive Committee, after application in writing and after recognition of the duties which the Federation imposes.

VII.

Should well-founded objections be raised to the affiliation of any organisation, the admittance of such organisation may be refused or revoked.

VIII.

Every organisation having become a member of the I. T. F. shall retain its entire independence, with the exception of such obligations as are imposed upon it by these rules, and by the resolutions of the international congresses.

IX.

An organisation wishing to resign from the I. T. F. shall give notice of such resignation 3 months before the end of the year.

X.

Expulsion from the I. T. F. shall take place after a decision of the Executive Committee and the General Council, and shall only be carried into effect when an organisation:

- a. shall be 1 year in arrears of its contributions and fails to pay same in spite of applications made, or
- b. acts against the interests of the I. T. F.

Appeals against refusal of admittance and against expulsion may be made at the next International Congress of Transport Workers.

Contributions.

XI.

Contribution shall be paid by the affiliated organisations for defraying the necessary expenses of the International Transportworkers' Federation, computed on the basis of the average membership during the preceding year.

XII.

The contribution shall be 6 cents (Dutch currency) per member per year, and is payable quarterly in advance.

The General Council to have power to impose supplementary levies to meet any possible deficiency for administration purposes.

XIII.

A delay in the payment of the contributions due may under special circumstances be granted by the Committee of Management.

XIV.

The receipt of the contributions shall be acknowledged in the quarterly periodical, while every half year the I. T. F. shall publish a statement of accounts indicating the receipts and the expenses.

Management.

XV.

The Management of the I. T. F. shall be vested in:

1. The International Congress;
2. The General Council;
3. The Executive Committee;
4. The Committee of Management.

a) The International Congress.

XVI.

The supreme control shall remain in the hands of the International Congress which shall meet at least once every two years.

XVII.

The Congress shall be convened by the Executive Committee which shall prepare full reports of all activities, prepare the Agenda and make all the necessary arrangements.

XVIII.

All resolutions to appear on the Agenda and the National, Sectional and Industrial Reports shall be submitted to the Central Office at least 6 months prior to the date of the Congress, in order to provide for ample consideration and if necessary amendments to enable the Committee of Management to print same with the requisite translations for the final agenda.

This final agenda shall be sent out to the affiliated organisations, not less than 3 months before the date of the Congress.

XIX.

The basis of representation for the Congress shall be as follows: 5.000 members and under 1 delegate; over 5.000 and under 10.000: 2 delegates and for every succeeding 10.000 affiliated members up to 100.000 members 1 additional delegate, and for every succeeding 50.000 members paid for the quarter preceding the International Congress, 1 delegate.

XX.

Voting shall be by roll-call, but where it is requested there shall be a card vote according to the affiliated membership paid for the quarter preceding the date of the Congress.

XXI.

The expenses of the delegation to the International Congress shall be borne by the organisation they represent.

XXII.

The duties of the International Congress consist of among other things:

- a. Receiving and considering the various reports of the General Council, the Executive Committee and the Committee of Management;
- b. fixing the contributions;
- c. designation of the place where the headquarters of the I. T. F. shall be established;
- d. designation of the town, where the next International Congress shall be held.

b) The General Council.

XXIII.

The General Council shall consist of 10 members who shall be elected by the International Congress in such a manner as to provide for the representation of the affiliated countries and the various sections to be hereinafter mentioned.

XXIV.

Each country or group of countries entitled to representation on the General Council shall have the right to appoint a deputy member who shall attend in the event the member appointed by the Congress being unable to be present.

XXV.

The General Council shall be empowered to discuss and decide all matters which may arise between the periods of the International Congresses.

XXVI.

The General Council shall meet at least once a year at a place to be decided by themselves and they shall regulate the work of the Committee of Management and the Executive Committee.

Their expenses shall be born by the I. T. F.

XXVII.

They shall make the necessary arrangements for consolidating the movements of Transport Workers internationally and shall empower the Executive Committee and the Committee of Management to create and regulate sectional departments as follows:

1. Transportworkers by water, including:
 - a. All eligible ratings and personel engaged in coastal and overseas transport ;
 - b. Employees in estuary, river and canal transport.
2. Railway staffs of all grades and sections (State and privately owned) and tramway and other passenger vehicle workers (Municipal and privately owned).
3. Dockers, waterside workers and other transportworkers not included in sections 1 and 2.

XXVIII.

International meetings of any of the foregoing sections may be requisitioned by any affiliated organisation, but the power to convene such a meeting shall remain the Executive Committee and the General Council.

XXIX.

In the event of such meetings being held, the Committee of Management shall prepare the Agenda for discussion and consideration, make the necessary arrangements, fix the place of meeting, charging all the necessary expenditure to the I. T. F., except the personal expenses of the delegates attending from the various organisations.

The delegates attending any meetings of the foregoing sections or sub-sections shall charge their travelling and other personal expenses to the organisation they represent.

XXX.

The meeting shall assemble under the authority and the auspices of the Executive Committee.

c) The Executive Committee.

XXXI.

The Executive Committee shall consist of 5 members who shall be elected by the International Congress and the members of the General Council, and in such a manner as to provide for the representation of the affiliated nations and tendencies in the most effective manner.

In the event of any member of the Executive Committee being unable to attend, his deputy as appointed to the General Council shall be summoned in his place.

XXXII.

The Executive Committee shall meet at least 4 times a year at places to be determined by themselves. They shall be vested with full executive authority between the periods of meeting of the General Council and the International Congress. They shall supervise the functions of the Secretariat.

d) The Committee of Management.

XXXIII.

There shall be appointed a Committee of Management, consisting of 3 members, resident in the country, where the headquarters of the I. T. F. are established. They shall be appointed by the affiliated organisations of that country, except the paid officials, who shall be elected by the International Congress.

XXXIV.

The duties of the permanent official or officials shall be regulated by the Committee of Management, the Executive Committee and the General Council. He or they shall carry out the decisions of the International Congress and the decisions of the General Council, the Executive Committee and the Committee of Management.

Journal.

XXXV.

The journal of the I. T. F. shall be called "The International Transportworker".

It shall appear in the English, French, and German languages.

XXXVI.

"The International Transportworker" shall serve:

- a. For propagation of the principles and policy of the I. T. F.;
- b. for discussion of important questions, actions and reports touching upon the interests of the transportworkers and the working-class in general.

XXXVII.

Urgent reports about strikes, wage-struggles and important events in the organisations shall be communicated by means of circulars in the necessary languages.

Duties and obligations of the organisations affiliated.

XXXVIII.

The organisations affiliated to the T. F. shall :

- a. Propagate and carry out the decisions of the I. T. F. in their own organisations, amongst their own fellow-workers and in their own countries;
- b. report to the Committee of Management the date of their annual meetings, the decisions taken and the names of the persons elected at same as leaders of their organisations, and of those appointed as their secretaries;
- c. send the Committee of Management regularly at least 3 copies of their journal and their annual report, as well as exact particulars about the numerical strength of their organisations and about important wage-conflicts, strikes, reciprocal agreements, etc.

XXXIX.

The reports to be sent to the Committee of Management concerning wage-conflicts have to contain :

- a. Particulars as to the demands of the workers and as to the cause of the conflicts, as well as the number of the workers employed;
- b. character and developments of the negotiations with the employers so as to settle the conflicts in order to make them comply with the demands;
- c. measures taken on both sides to carry through the conflict;
- d. number of those engaged in the conflict;
- e. number of organised workers who may be involved and are engaged in the conflict.

XL.

Further all those particulars have to be sent to the Committee of Management as are essential for compiling the reports and statistics.

Wage-conflicts, strikes and lock-outs, boycotts.

XLI.

Only in the event of a struggle of considerable importance and extent taking place, or if an organisation has come to an understanding with the Executive Committee of the I. T. F. previous to the outbreak of the strike, recourse may be had to the International Transportworkers' Federation.

The organisations are bound to consult, if possible, before the outbreak of a strike the Executive Committee or the Committee of Management of the I. T. F.



a) Wage-conflicts.

XLII.

In the event of an organisation affiliated engaging itself in a movement to exact better wages and labour conditions, notice thereof must be given to the Committee of Management of the I. T. F., if it is to be expected that such struggle will assume large proportions and will eventually lead to a strike.

The Committee of Management has to inform the other organisations in good time, so that the latter may make the necessary preparations and take such measures as circumstances require.

XLIII.

The Committee of Management shall arrange all financial assistance and appeals in accordance with the decisions of the I. T. F.

XLIV.

An organisation not affiliated in the I. T. F. may not receive financial assistance from the I. T. F. unless exceptional circumstances render such assistance desirable.

b) Strikes and lock-outs.

XLV.

In the event of a strike, boycott or lock-out being contemplated in a country, the Executive Committee of the respective organisation in that country shall render an account as to the course of the struggle to the Committee of Management irrespective of the fact whether an appeal for international financial assistance has to be made or not.

It is the duty of the Committee of Management in such case to bring the necessary information to the knowledge of the various organisations as soon as possible.

XLVI.

The direction of a strike and the support of strikes devolves in the first instance upon the organisation itself.

XLVII.

In the event of an organisation wishing to appeal to the other organisations affiliated to the I. T. F. in order to support the conflict in which it is engaged by means of a sympathetic strike, by practising passive resistance or by proclaiming a boycott, such organisation has to make application to that effect to the Committee of Management of the I. T. F., which after having investigated such request shall send same through to the other organisation(s) concerned, accompanied by its advice and suggestions.

XLVIII.

In the event of an organisation to which such an appeal for actual support has been made being of opinion that it cannot follow up the advice

given and suggestions made, such organisation shall account for its attitude to the Executive Committee of the I. T. F. and to the International Congress.

XLIX.

It is the duty of the organisations of all countries to oppose and prevent the immigration and emigration of black-legs with all means at their disposal. Further it is their duty:

1. To watch carefully the measures taken by the national organisations of employers and to keep themselves informed on their employment-agencies and agents;
2. to try and frustrate all attempts for the establishment and promotion of organisations of professional black-legs and strike-breakers;
3. to urgently warn the workers against the various benefit-funds of the employers and against entering into individual contracts with them;
4. to point out to the workers any dangers that threaten them, so that through their becoming acquainted with these dangers, they are put in a position to avoid the consequences of them.

c) Boycotts.

L.

The Committee of Management shall proclaim a boycott of the means of transport, only as a weapon of extreme emergency, and after a complete account of the circumstances has been given by the national organisations affiliated to the I. T. F.

A decision of the Committee of Management with regard to a boycott has to be strictly carried out by the national organisations concerned.

LI.

The repeal of a boycott is a question for the Committee of Management and shall take place after consultation with the organisations concerned.

Transfer of members.

LII.

Transfer of members from and to all organisations affiliated to the I. T. F. should be effected without the members concerned having to pay an entrance fee.

All affiliated organisations are called upon to modify their rules in such a manner as to make transfers free of charge.

LIII.

Between the organisations affiliated reciprocal contracts shall be concluded, in which must be stipulated within what space of time transfer of the members concerned shall be made, as well as the way in which such

transfer has to be effected, and under what conditions the rights etc. to which they were entitled shall be taken over by the new organisation. The Committee of Management shall be informed at once of the conclusion of such international reciprocal agreements.

General stipulations.

LIV.

All organisations affiliated to the I. T. F. are bound to act in accordance with the Congress' decisions laid down in these rules, should they desire to be fully entitled to any assistance whatsoever of the organised transport-workers.

LV.

The dissolution of the I. T. F. can only be decided upon by an International Congress, providing a proposition to that effect has previously appeared on the agenda.

The decision for the dissolution must be carried with at least five-sixths of the number of votes cast.

LVI.

These rules come into force on and after the date of the International Congress.

Any alteration in these rules can only be effected by the International Transportworkers' Congress.
