

# THE INTERNATIONAL MOVEMENT.

## What it is: Its Programme and Policy.

### What is your Duty?

The International Federation is a combination of Sailors and Firemen, Dock Labourers, Coal Porters, Winchmen, Stevedores, Lightermen, Carters, River workers, and other workmen connected with the Shipping and Carrying Trades of Great Britain, America, Australia, France, Germany, Sweden, Norway, Denmark, Belgium, Holland, Spain, Italy, and Russia.

A Conference of the Representative Delegates of the above countries met in London, on February 23rd, 24th, and 25th, presided over by Mr. Tom Mann, and Mr. J. Havelock Wilson, M.P.

This Conference unanimously decided, that the only means to effectually improve the conditions of the men employed in the Shipping trade was by organising and preparing for a general stoppage of work in all maritime ports throughout the countries named above, unless the various employers concede the demands for higher wages, &c., on or before the date upon which it has been decided to stop work.

This serious course has been decided upon, because we have found from past experience, that if a strike occurred in any one port or section of a port, as in the case of the recent strike of Dockers and Seamen in Hamburg, the employers in all the European countries immediately join up forces, and use their combinations to provide blacklegs and pour them by the thousands into the ports affected, thus prolonging the strike for weeks, and eventually starving the men into submission. Remember! It was the blacklegs that employers were able to send to Hamburg that brought about the defeat of the workers there.

This proves that sectional disputes are useless and suicidal to the workers, unless they have unlimited funds to support them.

In the event of an International stoppage of work, this would not happen; as the employers in each of the several ports would find it quite impossible to provide sufficient blacklegs for their own purposes, much less sending them to other ports.

For instance: Take a port like London, with 70,000 Ship and River workers. If the employers of London had to rely solely upon securing blacklegs in London, they would be in a hopeless position, and all the other ports having stopped work at the same time, would render it impossible for the London employers to get a single blackleg from the other ports, as all employers would be thrown upon their own resources and each would be looking after himself, thus rendering unity of action amongst employers impossible.

**You are many: they are few.** We want it to be thoroughly understood, that we are not at all anxious to bring about such a colossal industrious war, but we are determined that the present unsatisfactory conditions shall no longer prevail.

## What is your Duty in this Crisis ?

If we can prove to the employers before the date fixed upon for action, that we have the large majority of the men in the Shipping and Carrying trades inside our Unions, there will be no strike, because the employers would at once realise the hoplessness of facing such a mighty combination of Labour, and they would grant all reasonable demands.

If, on the other hand, the employers believe we have only half the men inside our Unions, they will resist our demands, believing that the men who are not with us are against their fellow-workmen, and that in all probability the dissensions which may take place amongst the workmen, thus divided, if the strike prolonged, would certainly end in the defeat of the men.

Is there one man following the sea for his living, who will be guilty of cowardly conduct, and confess that he had not the courage to join with his fellows to strike off the miserable yoke of tyranny and fight for freedom? Remember:

“ - - Freedom's battle, once begun,  
Bequeathed from bleeding sire to son,  
Tho' baffled oft, is ever won ! ”

Every man who fails to immediately join the Union, or send in his name expressing his willingness to join, stands in the position of a coward, who, afraid to enter the battle himself, waits to see whether his mates succeed, when he will seek to get a share of that which he himself was too cowardly and mean to fight for.

*Your plain Duty is to join the fighting forces at once, and enrol as a member of the Seamen's Union.*

If you are on board ship, you should send your name to the Secretary of any of the Branches set forth on the other side. Having joined yourself, make up your mind to induce every man you meet to join, and when you have read this leaflet give it to your shipmates to read; and when you are in foreign ports, you should assist by circulating International Literature amongst the Dockers who may be discharging your ship, and urge upon them if they are not members of a Union to join without delay.

**REMEMBER!** if you are in earnest and fully determined in this matter, you can, by united effort, in a short time, increase your wages, have more men on your vessels, better fo'castle and better food.

Surely this is worth a good stout fight, but those who have not the pluck to tackle it, must not wonder if they do not participate in the fruits of victory.

---

If you desire to be kept regularly supplied with International Literature, you should write to the President of the Sailors and Firemen's Union, Unity Hall, Tidal Basin Road, London, E.