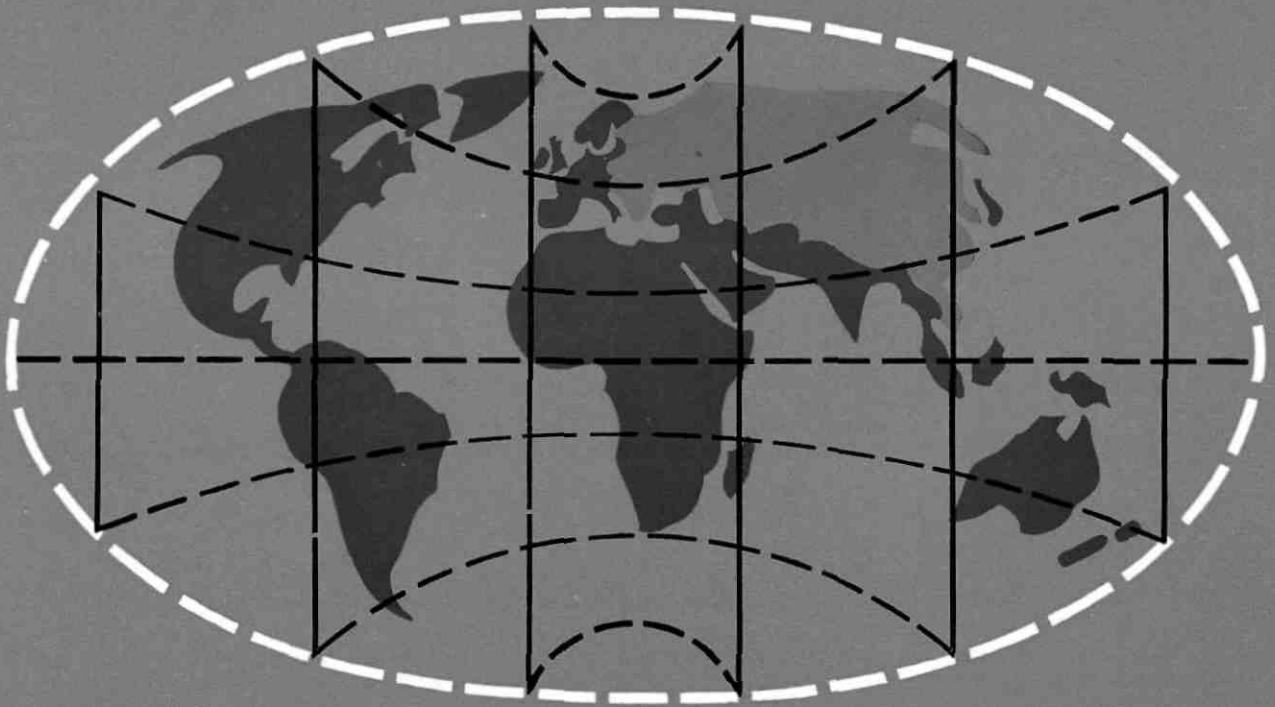


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Head Office : Maritime House, Old Town, Clapham Common, London SW 4
Telephone: Macaulay 5501-2 Telegraphic Address: INTRANSFE
Branch Offices : USA 20 West 40th Street, 6th Floor, New York 18, NY
INDIA 4 Goa Street, Ballard Estate, Fort, Bombay 1
LATIN AMERICA Palacio de los Trabajadores, Habana, Cuba

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Forthcoming Meetings:

London 14 and 15 October	Joint meeting of Railwaymen's and Road Transport Workers' Sectional Committees
London 16 October	Railwaymen's Sectional Committee



'Whither European Aviation?'

by Omer Becu, General Secretary

OF ALL THE REGIONS OF THE WORLD, Europe is unique for a number of reasons; nowhere within such narrow confines do there exist so many sovereign States, such political diversity, such a Babel of tongues, or such a wide range of customs. Paradoxically, whilst ancient feuds have produced unneighbourly suspicion and guarded nationalism, the aftermath of each conflict has pointed the need for closer collaboration. The tragedy of Europe is that it has never quite known which path to follow, for although men of goodwill have consistently stressed the sanity of co-operation, the voices of national prejudice have been equally audible. Yet who can doubt, despite the divisions, that Western European countries in particular form a distinct economic entity and offer scope for co-ordination and unification? Nowhere is this more possible than in the realm of air transport which has virtually annihilated distances and which, at least in theory, knows no geographical barriers.

Advocates of Co-ordination

In 1951, Count Sforza, the late Italian Foreign Minister, delivered a memorable address on the need for the integration of European air services. He contended that no American citizen travelling by air in Europe could fail to be surprised by the unfamiliarly narrow bounds of the European continent, and bewildered by the ritual of meaningless formalities to which he was subjected on passing each of the all too numerous frontiers. 'This network of frontiers, ever shifting through seventeen centuries of bloodshed and destruction, survives from an age in which primitive communications linked capital with capital through a series of long and wearying journeys. Mutual understand-

ing and sympathy were difficult; mistrust could so easily flare into war. Blériot flying the Channel in 1909 opened limitless perspectives to mankind, but the old spirit was stronger; the free flight of the pioneers was soon hamstrung by laws on air navigation which so often merely embodied the narrow notion of 'national air space', and unless we can break through this all-oppressing tangle of red tape and printed forms we cannot have a united Europe or a free world.' Count Sforza went on to advocate the establishment of a voluntary pool of all European airlines and the politically revolutionary idea that all European air spaces should be united into a single area.

In May 1951, at the Third Session of the Consultative Assembly of the Coun-

cil of Europe, the Committee on Economic Questions submitted its Report on the Co-ordination of Inter-European Air Transport. It acknowledged the very special place held by air transport in the field of inter-European transport, emphasizing that whereas in the case of rail, waterways or – to a lesser extent – road transport, it was merely a question of linking the various systems together and making the necessary readjustments, each airline was to all intents and purposes in competition with all the others, thus making it advisable to attempt a fair division of the market although purely geographical considerations may not require it. Being a young and growing industry, air transport lends itself more readily than any other to reorganization on a rational basis. 'There are thus excellent reasons for making a distinction between air problems and those of other methods of transport and for dealing with them in isolation (but bearing in mind the ultimate co-ordination of all methods of transport).'

The Committee pointed out that the development of air transport in Europe lagged behind that not only of highly developed countries as the United States, but even certain of the comparatively underdeveloped countries of

South America. 'There are many reasons for this, chief among them being the remarkably dense road and rail network in Europe; the fact that distances to be covered are shorter, and that Europe is divided by political frontiers and customs barriers.' Although technical organization was on the whole modern and efficient, commercial organization placed European air transport in an inferior position in respect of other world companies and more especially American companies. In most countries there was an airline which the government recognized as its 'chosen instrument' and which was in varying degree subject to State control and subsidized by State revenue. 'This chaotic situation and the resulting fierce competition is of great disadvantage both to passengers and companies - the timetables are not satisfactory and it is impossible to provide an adequate rotation of aircraft to ensure their being sufficiently quickly redeemed.' The Committee advocated the creation of a consortium similar to the Scandinavian Airlines System (SAS) or a charter company which would manage the European network by leasing aircraft against payment on a suitable mileage basis. It submitted the following draft resolution for the consideration of the Assembly:

'The Assembly,

'HAVING REGARD to the Recommendation on the Co-ordination of European Communications adopted on 26 August, 1950;

'HAVING CONSIDERED the position of the various European methods of transport, and recognizing the desirability of co-ordinating them by means of establishing a European Transport Authority;

'IS OF THE OPINION THAT, having regard to the conditions in which the various European Airlines at present operate, the co-ordination of air transport is particularly desirable and can be rapidly realized:

'RECOMMENDS that a conference of governmental experts and of representatives of the various European air companies be immediately convened in order:

1) To examine the possibility, by means of an association of the airline companies, of establishing a single European body which would assume the operation of air routes between Member States in accordance with certain principles which would be deter-

mined hereafter;

or

2) To report on other possible means of achieving closer collaboration in order to secure the economic and efficient operation of European Air Transport.'

Co-ordination Measures to Date

Certain attempts - not all of them solely confined to Europe - have already been made at air transport co-ordination: -

1) *International Civil Aviation Organization (ICAO)*

In response to an invitation from the United States Government, representatives of fifty-four nations met in Chicago in 1944 to 'make arrangements for the immediate establishment of provisional air routes and services' and 'to set up an interim council to collect, record and study data concerning international aviation and to make recommendations for its improvement.' This Conference, out of which ICAO grew, marked a milestone along the road to air co-operation; in his closing address, the Chairman stated - albeit somewhat optimistically - 'We met in the seventeenth century in the air; we close in the twentieth century in the air. We met in an era of diplomatic intrigue and private and monopolistic privilege; we close in an era of open covenants and equal opportunity and status.' Whilst it is difficult to agree that the Chicago Convention on International Civil Aviation bears the hallmark of three centuries of progress in thought or agreement, since previous Conventions (Paris, Madrid, Havana) had contained similar provisions regarding the freedom of the air, the 1944 Conference offered a new beginning after the ravages of the Second World War, and paved the way, assuming nations were willing to surrender a measure of political sovereignty, for a lessening of restrictions.

Among the objectives of ICAO is to foster the planning and development of international air transport so as to meet the needs of the people of the world for safe, regular, efficient and economical air transport, to prevent economic waste caused by unreasonable competition, and to avoid discrimination between Contracting States. ICAO has achieved a large degree of inter-governmental agreement on the standardization of air navigation practices and operating conditions but to date has not succeeded in drawing up a multilateral agreement for international air trans-

port. It has recently turned its attention to the specific problems of Europe.

2) *International Air Transport Association (IATA)*

IATA is a federation of some seventy-odd airline companies which, on the commercial level, has a number of successes to its credit. It has established its Clearing House which monthly ensures clearance of the earnings accruing to its members, thus eliminating duplication of work and reducing exchange difficulties and costs to the companies. Through its Traffic Conferences, the Association has done much to bring about the standardization of tickets, consignment notes and other documentation. It has additionally secured a world-wide fares and rates structure, and its functions have been recognized in a number of bilateral agreements drawn up in respect of aircraft, routes and service frequencies.

3) *Air Research Bureau, Brussels*

The Air Research Bureau began to function in October 1952 as a result of an agreement signed by Air France, Royal Dutch Airlines (KLM), SABENA and Swissair which recognized the necessity of substituting some semblance of order for the European air transport confusion. Subsequently the Scandinavian Airlines System and British European Airways (BEA) also became members.

Initially the Bureau operated on a temporary basis, but the six airline companies soon acknowledged the valuable work it was doing, and a permanent Bureau was set up as of 1 January 1954. The aim of the organization is to study the possibility of closer and more efficient co-operation between the member airlines in order to extend and improve their services to the travelling public. To this end it undertakes research work and prepares reports and statistics - in close contact with the airlines - of general interest to member companies.

4) *Scandinavian Airlines System (SAS)*
The closest form of air transport collaboration to date is undoubtedly that of the three Scandinavian countries. 'Scandinavian Airlines System - Sweden-Norway-Denmark' to give it its full title, is the result of several years of planning and experiment in the field of joint ownership and air transport operations, and it is generally regarded as the outstanding success in the field of European airlines co-operative effort. It has not abandoned the national characteristics of its constituents and may be

regarded as an example of 'collective nationalism.' Founded originally to operate Trans-Atlantic routes, the present consortium agreement, valid until 1975, embraces the entire SAS network.

The agreement creates a co-ordinated operating entity with most of the features of a single company as far as management and operation are concerned. The tendency has been to regard the Scandinavian countries as a single territory for the purpose of granting traffic rights, and in this connection much has been achieved which would doubtless have been impossible for each country separately.

Flight personnel are recruited from the three countries in the 3 : 2 : 2 ratio (Sweden : Norway : Denmark) and their licences are validated so as to be effective in all three countries. They thus constitute a single pool so that nationals of one country may operate aircraft registered in others.

SAS officials state that the greatest gain has come not from any specific reduction in personnel or physical equipment, but from the elimination of what they call 'committee type' management and substitution thereof of a centralized authority with resultant increased efficiency. It may of course be argued that the agreement between the three airline companies – adequately backed by the respective governments – was the means of solving the very practical problem of existence and survival rather than the implementation of any grandiose and idealistic programme of co-operation. It cannot however be denied, whatever the motivating aims, that the consortium has had most beneficial results for the three communities, and proves that complete unity under one authority was the answer to the well-nigh insuperable problems that would have faced the three airlines operating separately.

Strasbourg Conference on Co-ordination of Air Transport in Europe

Whilst the foregoing examples represent attempts, at varying levels, at air transport co-ordination, the most recent and comprehensive effort to deal solely with the problems of Europe was the ICAO Conference held in Strasbourg from 21 April to 8 May 1954 on the initiative of the Council of Europe. The possibility of setting up regional organizations is expressly allowed for in Article 77 of the Chicago Convention: 'Nothing in



A STRIKE INVOLVING 13,000 JAPANESE SPINNING WORKERS, many of them young girls, became front-page news in newspapers throughout the world before it ended last month. Aply described as a 'human rights' strike, it has focussed attention on the feudal conditions which still exist in some sections of Japanese industry and may well prove decisive for many more workers than those directly concerned.]

The protagonists in the dispute were the All-Japan Textile Workers' Union and Kumajiro Natsukawa, tyrannical head of the Omi Spinning Company. Natsukawa, who claims to work twenty-four hours a day but was disporting himself in Paris when the dispute broke out, not only believes in driving his workers to the limit during factory hours but thinks that he has a natural right to control their private lives as well.

In addition to working long hours without overtime pay and promising never to complain about their conditions, Omi employees were expected to submit to a long list of degrading restrictions on their personal freedom. They were, for instance, compelled to live in company-owned compounds and to ask permission to go out. This applied even to married workers, who had to sleep in company dormitories and not with their families. At the same time, marriage was discouraged by every possible means, workers who happened to fall in love being separated by transfer to other factories or dismissed.

Personal belongings were liable to inspection without warning and all letters and printed matter received by the workers were subject to company censorship. Religious freedom was not tolerated, all workers being forced to attend Buddhist services despite the fact that many of them were Roman Catholics. Education could only be obtained in company-owned schools and leisure activities were confined to those which Natsukawa himself considered 'proper'. Membership of a union other than that controlled by the company was of course an excuse for instant dismissal.

That, briefly, is the background to a strike which ended in a union victory after more than three months and re-

sulted in a wave of international solidarity with the Omi workers. Among those who intervened were the ICFTU and the ITF, which, at the request of the All-Japan Seamen's Union, called upon affiliated unions to impose a world-wide ban on the transport of Omi products. Before the strike ended there were signs that the Japanese Government was becoming worried by the adverse effect of the dispute on public opinion abroad and was preparing to take action against Natsukawa. Officials of the Labour Standards Office recently raided the company's offices and confiscated material which will be used to support charges that Natsukawa has violated Japanese labour laws.

Because they were dependent for their food on the company, many of the strikers found themselves going hungry as a result of their action. One of our photographs shows strikers and sympathisers working in an emergency kitchen to prepare food for the demonstrators. The other shows one of the many collection centres set up by the strikers to rally public opinion and mobilize support.



this Convention shall prevent two or more Contracting States from constituting joint operating organizations for air transport, nor from pooling their air services on any routes or in any regions'. ICAO therefore readily accepted the invitation of the Committee of Ministers of the Council of Europe to convene the Conference which had been recommended by the Council's Committee on Economic Questions mentioned earlier in this article.

The basic agenda, as established by the Committee of Minister's resolution of 19 March, 1953 was:

1) *Methods of improving technical and commercial co-operation between the airlines of the countries participating in the Conference;*

2) *The possibility of securing closer co-operation by the exchange of commercial rights between these European countries.*

Before examining the decisions of the Conference, it may perhaps be worthwhile briefly to survey the European air transport scene.

The immediate post-war years saw the resurgence of European airlines, which, in the national interest, experienced little difficulty in securing State subsidies; as routes developed and the same companies extended their operations both within Europe and more particularly on international routes where often it was deemed necessary to 'show the flag', subsidies were even more willingly granted, each airline becoming an expression of national policy and thus the negation of co-operation. European air transport is therefore but a part of a much wider operating pattern.

In 1952, according to an ICAO-sponsored survey conducted by the French Institute of Air Transport, 34 scheduled operators of 18 different nationalities were offering 340 different services to the European public, and to these must be added those operated by non-European undertakings, chief of which were the American companies. The 340 services covered a network of 300,000 kilometres (twice as extensive as the United States domestic network). The number of seat-kilometres available to the public daily on the American domestic network was 58 million; in Europe the figure was 11,700,000 – hence on a network which is twice as highly developed, or extensive, the airlines of Europe were offering only one fifth of the number of seats offered in the United States. The

study draws the conclusion that the European services, which were too numerous, were operated at too low frequencies, and were offered to a poorer public at rates 60 to 100 per cent higher than those in the United States. On the basis of the foregoing analysis, regional air transport within Europe would appear to represent a very special case calling for an urgent and effective solution.

On the commercial and technical planes, a number of pooling arrangements have been negotiated between various airline companies under the auspices of the International Air Transport Association. At governmental level, the number of bilateral agreements regulating European air transport total some 130, and it is estimated that, with the return of Western Germany as an aviation power, the number will be increased to 170. Such was the complex picture that confronted the Strasbourg Conference.

Results of Strasbourg

Despite the sympathy with which the Conference was welcomed in air transport circles, it cannot be denied that results were meagre. Beyond agreement on certain facilitation questions (customs procedure, visas, aircraft documentation), the main decisions may be summarized thus:

1) *Multilateral Air Transport Agreement*

It was recognized that it was at present impossible to co-ordinate European air transport on a multilateral basis, and it was therefore found necessary to maintain the existing bilateral agreements. Views on this question were markedly diverse; Scandinavian delegations – perhaps not unnaturally when one considers their experience with the Scandinavian Airlines System – came out in favour of one European multilateral agreement; Italy desired wholesale competition, whilst Great Britain pursued a 'middle-of-the-road' policy of seeking greater freedom within the scope of existing bilateral agreements. In the end the difficulty was shelved, the Conference agreeing that ICAO should be charged with drawing up a future multilateral agreement in which liberalization would be matched by adequate safeguards against excessive competition.

2) *Liberalization of Freight Transport*

It was agreed that from October 1954, for an experimental five-year period,

freight aircraft should be allowed to operate on the analogy of tramp steamers, not being tied to specific routes.

3) *Establishment of European Commission for Civil Aviation*

This body, which will work at the highest official or ministerial level, is charged with the function of following up the work of the Conference, and the 'examination of all problems in the domain of air transport with a view to co-ordination.' The Commission will be consultative, its conclusions and recommendations subject to the approval of States. It will in principle meet once annually and will work in close liaison with ICAO and other appropriate public and private international organizations.

Aims of the ITF

The ITF offers no apology for making its voice heard on the question of European air transport co-ordination. Across the years it has made substantial contribution to intergovernmental discussions on the co-ordination of other forms of European transport, and is anxious that the tortuously slow progress that has characterized negotiations in that sphere should not repeat itself in respect of air transport. Our position is that we are not satisfied with purely intergovernmental discussions in the field of co-ordination; political implications become far too often the major issue and socio-economic considerations are pushed into the background – indeed human aspects are often totally overlooked. The long-drawn-out discussions on European transport co-ordination which we thought would eventually lead to the setting up of a European Transport Authority are proof that very little practical headway is being made. In fact the impression has been created that today we are farther away from the European Transport Authority than at any time since the whole problem came under serious consideration. We therefore hope for much greater progress and hold strongly to the view that a Tripartite Body of Experts on Co-ordination on which labour would be an equal partner would be instrumental in solving the social and economic problems involved. The civil aviation industry has a golden opportunity to lead the way; it is not only young and virile – it is not yet cluttered on so large a scale with the vested interests that impede co-ordination in other fields. Moreover the ITF

(continued on page 167)

Large-scale wage disputes and strikes involving workers in widely-separated branches of the German economy have aroused great interest abroad, where they are generally seen as part of a growing national movement by the unions to secure for their members a fair share in the benefits of the country's striking post-war economic expansion. In particular, attention has been drawn to the significance of the strikes which took place in Hamburg and among the metal-workers of Bavaria. In this article, which has been specially written for the ITF Journal, Brother Adolph Kummernuss, leader of the German Transport & Public Service Workers' Union explains why the workers of Hamburg were forced to take strike action for more than a week and discusses developments in the dispute affecting public service employees throughout the Federal Republic

Background to the Hamburg Strike

by Adolph Kummernuss, President, German Transport & Public Service Workers' Union

ON BEHALF OF ITS MEMBERS in Hamburg, the German Transport & Public Service Workers' Union terminated the existing agreements for the Hochbahn (elevated railway) and the gas and water industries as of 31 March and requested the opening of negotiations for their revision. The union claimed an increase of 10 pfennigs (approx. 2d) in the rates of hourly-paid workers and one of six per cent in the rates paid to salaried employees.

The fact that only a slight increase in prices had occurred since the conclusion of the last agreement one year earlier might perhaps make it appear that this claim was without justification. However, that would be to overlook that ever since 1948 (the year in which the currency reform was carried out) the wages and salaries of the German working class as a whole have failed to keep pace with prices, and that a serious disproportion between the two elements resulted from the revaluation of German currency.

Prices have rocketed

At the time, the German trade unions refrained from submitting demands for wage and salary increases, but pressed both the Government and industry for immediate and marked reductions in prices. We considered that this was the sounder policy from the economic point of view, particularly since the Federal Government promised to adopt the policy which had been proposed by the trade union movement.

In fact, however, the exact opposite has occurred. Prices have rocketed without pause, and we therefore feel that the time is now overdue for wage-earners to



demand their share in the so-called German 'economic miracle' (Wirtschaftswunder). This feeling, common to workers' organizations throughout the Federal Republic, was an important factor in the presentation of the above-mentioned claims by our union in Hamburg.

Although we had hitherto negotiated directly with the three undertakings and had for years succeeded in reaching agreement without recourse to the strike

weapon, on this occasion the Hamburg Senate decided to intervene and to eliminate the managements concerned from the talks. When it later became clear that the Senate was making use of delaying tactics, our colleagues in Hamburg referred the dispute to the local Federal Conciliation Officer. No agreement could be reached, however, and on 29 June the Conciliator proposed a compromise solution, providing for an

increase of five pfennigs an hour in wage rates and one of about three per cent in monthly salaries.

The strike begins

Despite serious misgivings, our friends in Hamburg decided to accept this recommendation. The Senate, on the other hand, rejected it out of hand. Four weeks after the conciliation proposal had been made, the workers in Hamburg were called upon to take part in a strike ballot. Over 90 per cent of them voted

our union were ignored by the Senate. A proposal to reach a freely-negotiated agreement was also rejected for political reasons.

It was not until 11 August that the Social-Democrat members of the Bürgerschaft (Hamburg's Parliament) forced the Senate to call an extraordinary session. At this plenary meeting it was unanimously decided that both the Senate and the union should immediately submit their dispute to an arbitration court. Last-minute attempts at

Hamburg to strike for eight days? There are several obvious reasons:

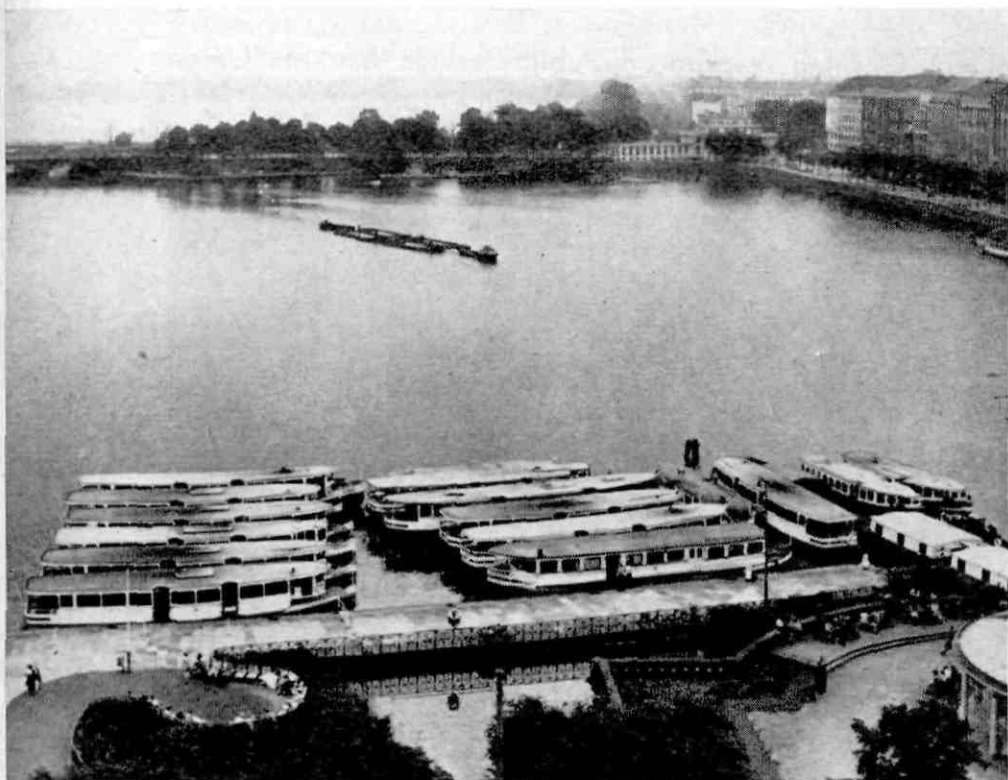
Firstly, the Hamburg Senate was very badly advised. Following the outbreak of the strike, it allowed itself to be convinced that the strikers on the Hochbahn would accept 'any' arbitration award. The court of arbitration was apparently labouring under the same delusion when it issued its award of 5 August. The Senate also believed that the decree issued by the Federal Cabinet on 23 June last barring wage and salary increases in the public services was binding upon it. Last, but not least, the Hamburg Senate was extremely chary of coming to any decision before the wage dispute concerning public service workers throughout the Federal Republic had been settled.

Negotiations on this question are still in progress, and the outcome is uncertain. One thing is clear, however. Our colleagues in the public service have already rejected the offer made so far, without any prompting by us. If no better offer is forthcoming and they are called upon to ballot on strike action, it is certain that a far larger percentage will declare in favour than in the case of the relatively simple question of acceptance or rejection. What consequences that will have for the whole of the Federal territory cannot be gauged with any degree of certainty. There have, however, already been a few significant pointers in the last few days and there is some reason to hope that the employers will be reasonable without the need for strike action.*)

In North Rhine-Westphalia, for example, the Metal Workers' Union has won an increase of eight pfennigs an hour in a negotiated agreement, whilst in Bavaria an arbitration award providing for a rise of ten pfennigs has been accepted by both sides.

Press attacks on trade unions

A noticeable feature of the whole situation has been the vitriolic campaign carried on by a substantial section of the German Press. The attacks which this type of newspaper – and I would like to emphasize that I am here referring to the greater part of the German Press – has begun to make on the trade unions can only be compared with those which



Some of the Alster passenger vessels which were completely immobilized by the strike of public transport workers in Hamburg during the month of August

in favour of taking strike action.

The strike began in the early hours of 4 August. The Senate, feeling itself responsible, thereupon offered increases of three to four pfennigs an hour.

On 5 August, i.e. the second day of the strike, a court of arbitration met and issued an award which, in effect, provided for the same increases as had been recommended in the conciliation proposal of 29 June, namely five pfennigs and three per cent. This time, the Senate accepted the award, but the strikers considered this to be a provocation and rejected the award by a majority of more than 90 per cent in a new ballot. Further offers to resume negotiation made by

stalling by the Senate failed in the face of determined opposition by the union. The final result was an award, issued by the arbitration court in the early hours of the morning, giving an hourly increase of seven pfennigs and a four-and-a-half per cent rise in salaries. In addition, a lump-sum payment of DM 35, covering the period 1 April to 31 July 1954, was made to all involved in the strike, together with certain special increases applying to the operating staff of the Hochbahn. Normal working was resumed on the morning of 12 August.

Senate was badly advised

Why was it necessary for the workers of

*) Since this article was written, agreement has in fact been reached on increases for those public service workers employed by the Länder and local authorities. — Ed.

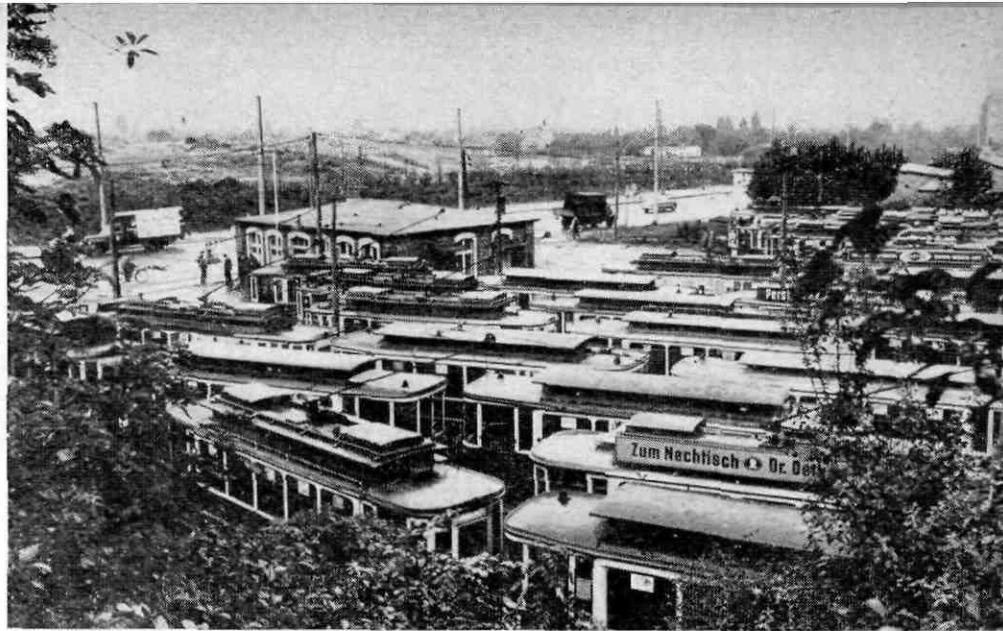
appeared in the Nazi Press during the period 1930 to 1945.

After 1945, many of these same newspapers eagerly courted the trade unions and hardly a day went by without some public testimonial to the loyalty and good sense shown by our movement. Now, however, all that has been forgotten (purposely, of course) and from the tone adopted by the Press one would imagine that we in Germany were in the middle of a full-scale civil war.

The newspapers do not even take the trouble to discover the causes of a strike. Hamburg was a case in point. A typical headline at the time read: 'Union's strangle-hold on defenceless population', whilst others screamed: 'The trade union officials belong in gaol' and called upon the Federal Government to promulgate an immediate anti-strike law.

Among these newspapers there are, of course, some from which we did not expect anything better, for they never have a good word to say for the trade unions in any case. So far as the others who have taken part in this scurrilous campaign are concerned, one cannot help suspecting that, in singling out the trade unions for attack, an attempt has been made to divert attention from certain political developments which have taken place in Germany during the last few days.

More than 90 per cent of the workers voted to continue the strike in a ballot held on 7 and 8 August. Voting is taking place on the H.Q. vessel of the Alster fleet



A deserted Hamburg tramway depot, with its rows of silent empty trams, testifies to the effectiveness of the strike called by the German Transport Workers Union. The strike, which lasted eight days and involved many thousands of workers, was the first large-scale stoppage in Western Germany since the days before Hitler

Hope that reason will prevail

We are convinced, however, that this campaign will not have any effect on the working people of Germany. The proof of that is to be found in the fact that applications for membership of trade unions – and this applies to all unions – are coming in throughout the Federal territory.

Finally, I would like to stress that in Germany the trade unions regard the strike weapon as the very last resort in the struggle to achieve better and more

humane conditions. There are also a considerable number of employers who, like the trade unions, would prefer to settle all disputes concerning wages and salaries by negotiation. Let us hope that their views will prevail and that the spirit of 1933 will not succeed in winning increased influence in the political and economic life of Germany.

(continued from page 164)

Civil Aviation Section is unique in that it is the only international organization representing all grades within the industry. It subscribes to the belief that all workers may well be affected by air transport co-ordination schemes, and seeks to ensure that there is no resultant deterioration in their social conditions.

We contend that the oft-repeated phrase 'the freedom of the air' must be translated into fact at the earliest possible moment and Governments must create the political climate in which that freedom will grow. Barriers must be broken. At the same time there must be safeguards that freedom does not degenerate into harmful and uneconomic competition. We deplore for instance the wholesale freedom now accorded freight traffic, for cut-throat competition is always detrimental to employees' interests and the general economy of the industry. Whilst conceding that a measure of competition may be inevitable and even salutary, it should not be at the expense of overall co-ordination.



A typical taxi rank in Copenhagen. Greater Copenhagen has about 1,199 taxis to serve it, of which 871 are operated by Taxa



The Taxi-driver in Copenhagen

by **Einar H. Tønnesen**

IF YOU HAPPEN TO BE A TAXI-DRIVER IN COPENHAGEN, whether weekly-paid or an owner, you will probably figure on the books of TAXA. This company grew out of an association of taxi-cab owners in 1909 with the object of establishing a common taxi-call system and joint advertising. Over the years, other taxi-cab concerns have joined the association and today it operates 871 vehicles and watches over the interests of many more drivers, including some 700 owner-drivers.

TAXA operates as an administrative body for these owner-drivers, including among its functions the handling of matters affecting loans for trade pur-

poses and the running of its own telephone exchange set up to handle telephone bookings. Some eighty telephonists are employed at the exchange, work-

ing a shift system and giving service all round the clock.

TAXA also functions as the owner-drivers' industrial organization in negotiations with the Taxi-Drivers' Union and vis-à-vis the authorities. Members of the organization pay D.kr. 87 a month in respect of each taxi they operate. Its annual budget is in the region of kr. 1,000,000 – a considerable part of which goes towards the cost of running the exchange. Its annual wages bill is kr. 510,000.

A typical taxi-garage

Typical of the present-day organization of the taxi-cab trade in Copenhagen is the large garage – station it might almost be called – in Finsensvej. An early morning visit to this depot would show row after row of taxis lined up in readiness for the day's work.

Some 200 drivers are employed. They work twenty hours a day (including an hour for meals), divided between two men and with a relief man on days off. Driving duties are nine hours when on days and eleven hours when on nights. Five-day shifts are worked, every sixth day being a day off. Where an owner-driver works a permanent shift – and that happens in the majority of cases, since most of them are getting on in years – the arrangement with the union is that some drivers work a three-day

shift followed by a six-night shift with a day off between shifts.

The taxi-drivers' union has five shop-stewards at the Finsensvej depot, and they are all agreed that working conditions are quite good. Drivers are regarded as free agents acting with full personal responsibility. Any disputes which arise are usually settled without recourse to the union. Although nothing is actually laid down in the regulations regarding protection afforded by the shop-stewards, relations between them and the owner-drivers are good and the latter usually listen to any grievances voiced by the shop-stewards. The same applies to negotiations with the management for alterations and improvements in conditions at the depot.

The awkward customer

In answer to the question as to what it is like to drive people of all types around all day, most drivers are agreed that the general public is well-behaved and friendly, although occasions do arise when a 'nasty customer' has to be handled. Quite a number of drivers have tales to tell of encounters with such types. One driver, for instance, relates how, driving along one summer afternoon some time ago, he turned the corner and suddenly came upon one of his mates in violent argument with three hooligans who were obviously refusing to pay their fare. He called up reserves from the central depot and with their help turned the whole bunch over to the police – but not until he had to calm one of them with a monkey-wrench.

Incidents of this kind, however, are comparatively rare, and are not regarded as the worst risks of the calling. These are considered to be the danger of serious colds and rheumatic ailments, especially in the case of those driving old and draughty vehicles. The only answer is to wrap up well in all weathers. Drivers have to provide their own uniforms, but they can often get articles of police or tramwaymen's uniforms at a low price and thus achieve a general impression of being uniformly clad.

A taxi-cab driver sees and hears much during the course of a day's work. The keynote of his character is discretion combined with a friendly manner. His general helpfulness to all passengers, acquired very early in the pursuit of his calling, is much appreciated by 'fares' who frequently show their appreciation by giving a generous tip. As to his sense

of discretion – he is at times a veritable diplomat. With him, what goes in at one ear comes out at the other. The modern tempo of life – so much faster than in 'the good old days' – often means all work and no play to the cab-driver, but the slogan: 'you can trust your driver with anything' still holds good. He is essentially a man of the world whose work gives him a sympathetic understanding of human nature.

The taxi-drivers' union

Taxi-drivers have their own union which forms a section of the Danish General Workers' Union – an organization affiliated with the I.T.F. Originally the union formed a part of the Motor Drivers' Union, but broke away from the latter in 1931 to found an independent union. Today it has a membership of 2,100, covering taxi-cab drivers in the Greater Copenhagen district. These drivers operate some 1,100 vehicles, which are owned by the individual owner-drivers. The latter are independent operators, although affiliated with one or other of the employers' associations.

The union runs a number of club-rooms for trade union and social purposes. It has eight such rooms in which matters affecting the welfare of its members are discussed before being passed up to the union headquarters for decisions. The union also produces a monthly journal 'The Taxi-Driver' which contains matters of interest to taxi-men.

The best-known of all the union's cultural clubs is the Delta Club which teaches foreign languages, a knowledge of which is considered of great importance by taxi-drivers, for their calling makes it desirable that they should have a certain command of foreign languages. Instruction in the major modern languages is given at the club and the courses are attended by some 1,000 drivers.

The union also runs a choral society, an orchestra, sports club and a theatrical society, so that members are given full opportunities of pursuing their own private hobbies and interests during their leisure.

In looking after the cultural interests of its members, the union has not forgotten the more material side of a taxi-

Most bookings in Copenhagen are made by telephone. Taxa, for instance, runs its own telephone exchange employing eighty telephonists. In fact, 9001 is one of Copenhagen's best-known telephone numbers

man's life, especially as regards its many members who have to work at night. It is appreciated that a man who is out driving all night needs something substantial in the way of sustenance. The union therefore runs two large canteens where hot meals and coffee or non-alcoholic drinks can be obtained at any hour of the night.

The issue of licences

Licences to operate a taxi are issued by the police. They are given to the drivers in the district concerned with the longest period of employment as a driver, usually about thirty years. Drivers have to pass a special test and, to assist them in their duties, are issued with a copy of the fares regulations, drawn up by the municipal authorities in consultation with the Chief Commissioner of Police. They are also given a copy of the regulations governing the operation of vehicles for hire. These concern the maintenance of the vehicle and other requirements affecting both owner and driver and with which they are required to comply as a condition of holding a li-





As in any other city, Copenhagen taxi-drivers spend a good deal of their time waiting for fares. They are inveterate storytellers, however, as is shown here



Three Copenhagen taxi-drivers call in at their union office to pay their dues. Taxi-drivers have their own union which forms part of the ITF-affiliated Danish General Workers' Union. Inter alia, it provides recreational and welfare facilities

cence. The number of licences issued is determined by the number of inhabitants of the district in question, being based on the ratio of one taxi to every 1,100 inhabitants.

Anyone wishing to become a taxi-driver has to comply with a number of requirements. The rules governing to

the TAXA company mentioned earlier in the article, are that the applicant must be at least twenty-three years old and have driven for not less than a year with some other motor transport undertaking. References from the firms the applicant has worked for since leaving school are also required. Application

with all relevant details is then made to the office of the Commissioner of Police, following which the newcomer has to pass a test.

As mentioned above, to become an owner-driver in the TAXA company, a driver must have driven one of its cabs for something like thirty years. The man with the longest period of service with the company is given priority and, as soon as a vacancy occurs, he can go ahead and purchase a vehicle. The actual vehicle must be approved by the office of the Commissioner of Police as suitable for carrying persons for hire. In accordance with an agreement with the union, owners of taxis may not employ drivers who are not members of a union. Consequently, the latter are 100 per cent organized.

Wages and working conditions

Taxi-cab drivers receive a fixed daily wage amounting to kr. 3.50. The rest of their wages is made up from tips which are worked out on a percentage basis. This system, however, gives rise to difficulties as people from the provinces and a number of foreigners are not familiar with the system and prefer to be driven at a fare agreed on in advance. On an average, wages work out at between 180 and 200 kr. a week (about £9 to £10 in English money). Takings are highest during the summer and winter months. Slack periods occur during the change-over from summer to winter (September and October) and from winter to summer (April and May).

The Taxi-Drivers' Union naturally has a number of claims on its programme. It aims at a peaceful and reasonable improvement in working conditions during the present period of validity of its collective agreement and a continued favourable development of conditions as laid down in the agreement. It is also out to improve the present shop-steward system and to secure an eight-hour day for drivers engaged in passenger transport. It also wants to see an increase in the number of taxis licensed to ply for hire. In the opinion of the union, a larger number of taxis on the road is not only desirable but necessary. The general public is becoming more and more 'taxi-minded', it maintains. Furthermore, the area covered by Greater Copenhagen is growing every day. For these reasons the union will continue to press not only for more licensed taxis but also for more up-to-date vehicles.

Doctors can now help fishermen

DR J. BURNS, M.C., MEDICAL OFFICER to the fishing industry of Hull since 1930, touched on many points of exceptional interest during an address to the annual conference of the Association of Sea and Air Port Health authorities. He stressed that the incidence of sepsis had been the most serious problem but that great improvements had been made in its treatment since 1945.

As more and more equipment appeared on trawlers, new problems arose. With diesel engines, oil dermatitis was appearing among engine room staffs; and the oil-fuelled steam trawlers, many of them as much as 186 ft. long, have produced some quite nasty burns from 'flash back' when lighting up the furnaces.

The medical service for the Hull industry was formed in 1930. It had now, he said, a fully-equipped surgery, opened in 1937, and complete with X-ray plant and all modern facilities for dealing with the organization of adequate medical supplies on trawlers, maintenance of those supplies, examination of all trawlers' crews, and the treatment of all cases arising from the large marine and shore staffs employed in the fishing industry.

Linked with medical supplies was the question of their intelligent use. Skipper and mates were required to take a certificate in first aid as part of their qualification but he regretted to say that the results of first-aid instruction of them were not uniformly successful. 'A few', he said 'seem to have an active dislike and even a revulsion to anything connected with illness or injury. However, we keep on trying and perhaps many members of crews are grateful to skippers we have trained to look after them so well in their times of illness at sea.'

Saying that fish had to be manipulated at least three times by human hands before it even appeared for sale on the market, Dr. Burns remarked that wear and tear on the hands that did this job was almost beyond comprehension.

'Until the beginning of the second world war', he continued, 'the results of this were appalling. Sepsis took a dreadful toll. Mass destruction of fingers and hands as a sequel of minor wounds was almost the accepted thing. Soft tissues rotted away, nails dropped off, phalanges necrosed and tendons sloughed.

Quite commonly one or more fingers and even whole hands would become functionless units; and there seemed to be just nothing one could do about it.

'Soppy boric lint applications, bathing in so-called antiseptics and planned surgical incisions - nearly always too late - made no appreciable difference to the grim process of destruction. Occasionally pyaemia and even general septicæmia intervened and the victim was almost inevitably fated to a quick demise.

A young man's job

'Deep sea trawling is essentially a young man's job. With the exception of some engineers and cooks, only a few people over fifty-five years of age go to sea in these vessels. The average age of a recent sample of the crews of twenty vessels was thirty-two years.'

Saying that by gradual stages over a few years he had examined and recorded the physical, and as far as possible the mental characteristics of the personnel manning the trawlers, Dr. Burns added that he now believed that the 'whole picture, including past history, reliability and mental stability must be considered along with actual physical capacity in reaching a conclusion as to whether or not a man was 'fit'. It took a long while to accumulate enough data to make this assessment with real conviction. For many years now he had kept careful records of all illnesses and accidents occurring on trawlers at sea; how they were treated and if medical attention in a port away from Hull was required; what was the condition on arrival back in Hull and what was the eventual outcome. Much useful and interesting information had been acquired.

Going on to refer to the days just before the last war, Dr. Burns stated that in a few selected septic cases they had started to use some of the early sulphonamides - 'red' Prontosil for one - but they never had a chance to assess re-

sults because war came and he and nearly all of Hull's trawlers were frisked away.

The Fish Dock surgery premises had not been damaged to any extent and most of the records had been preserved but many of the men he knew had not come back. They had gone for ever with their trawlers.

'We had a good backing of the old trawler "regulars" in 1946', he said, 'but there was a strange post-war influx of misfits of all kinds who thought, apparently, that work as a deep-sea trawlerman meant easy money. A great deal of trouble was caused by these men - there were assaults and near mutinies at sea, but in the course of about three years they nearly all disappeared, or were weeded out and rejected as unsuitable for employment.

New curative weapons

'But now we had real weapons to combat sepsis. Sulphonamides, being freely available, had been officially authorized for use on trawlers but not for the purposes for which I thought they might have their greatest value - the septic hand, pneumonia, and tonsillitis. Penicillin, too, in its cruder forms, was procurable for surgery use and has been of great value in cases of septic hands.

Mystery malady

'There is another malady of the fingers and hands, particularly among workers handling fish ashore and workers processing fish for making into agricultural fertilizer. In appearance it much resembles erysipelas, and I call it erysipeloid. The workers call it "fish poisoning". I do not think the Health Authorities have yet included it in their long list of notifiable diseases. It has always been, in my experience, a self-limiting disease and has never advanced to the stage of pus formation. But it has been, in the past, a serious cause of disability, often leading to incapacity for six or more weeks. The sulphonamides have little or no effect on this condition but systematic penicillin (600,000 units), perhaps repeated on one or two subsequent days, arrests it without fail. Strangely enough

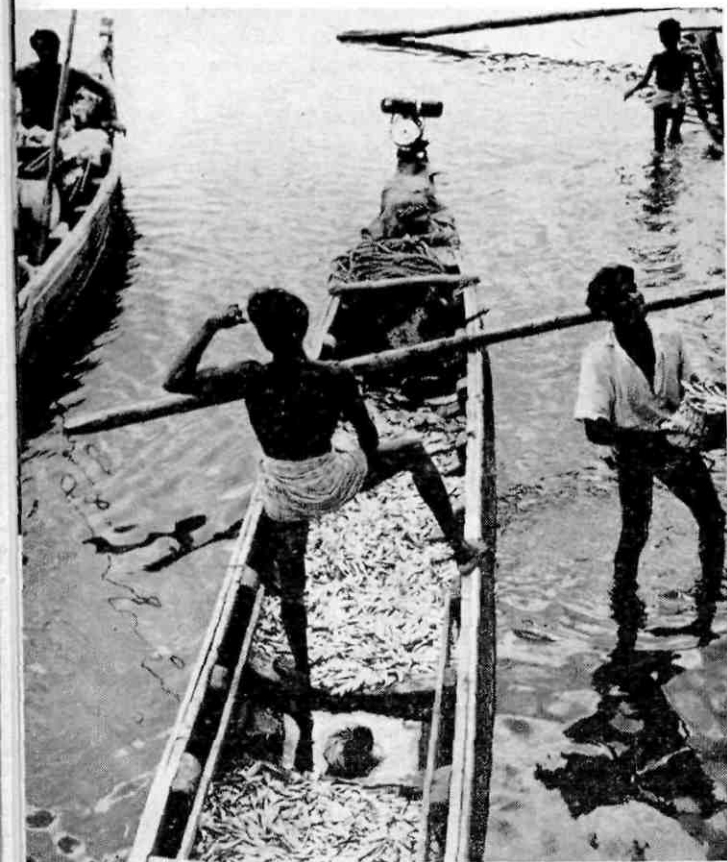
(continued on page 176)



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Powered fishing pays

FISHERMEN WITH MOTOR-DRIVEN BOATS should catch more fish than those who depend on muscle and wind. This would seem to be so simple a proposition as not to need demonstration.

Obviously, powered fishing sends men to sea faster and farther in search of the schools of fish and keeps them moving with the fish when they are found, without depending on wind. Motors haul greater quantities of nets and lines with a speed and ease impossible for human muscles to achieve.

Yet, in this near atomic age, many fisher folk follow the piscatorial practices of their ancestors. The Food and Agricultural Organization of the United Nations believes the reason is that the demonstration of power's greater efficiency has not been made to them. It believes too that, even in very poor fishing communities, engines can be put into boats and more than pay for themselves. In its view, no fisherman can afford to be without the help of an engine.

One of the countries in which FAO has been able to prove its point in practical fashion is Ceylon. In that country, there are about 60,000 people whose main occupation is fishing, yet they only take about 30,000 tons of fish a year. That breaks down to an average of half a ton per year or about twenty pounds a week

for each fisherman. Compare that with Iceland's annual take per fisherman of around thirty-eight tons, or about 1,400 pounds per week.

At the end of 1951, there were practically no motor-powered fishing boats in operation in Ceylon. At that time, FAO sent a master fisherman, and later a marine engineer, to the country to advise on mechanization of the industry. Last spring, it supplied three small diesel marine engines which were installed in three Cingalese fishermen's boats. The fishermen received some instruction on how to maintain them and some advice on how to use their new equipment. Then they were left to their own devices. Six months later they were asked whether they wanted to buy the motors. If they thought the motors were not worth the money, FAO would take them out, restore the boats to their original condition and call it a day.

The experiment was a complete success. All the fishermen jumped at the chance of buying the motors, whilst others in the area asked to be given the opportunity. Now forty small diesel engines are being provided under the Colombo Plan and sold to the fishermen on easy terms, whilst a number of private firms have started selling engines to the eager fishermen.

1) Close-up of fishermen hauling beach-seines by hand near Jaffna, Ceylon. These nets, which are a mile long, take as much as two hours to haul and need thirty men to do the work

2) A local type of vessel known as a *katameran* on its way to the fishing grounds. These boats are made of five logs pegged and tied together and are equipped with centre-boards. All photos reproduced here were taken by Alan Glanville for FAO

3) This photo shows a canoe fitted with a British Seagull outboard motor purchased by a Jaffna fisherman to bring his catch to market. The boat on the left, owned by a trap fisherman, is fitted with one of the FAO experimental engines

4) Motor boats returning to Jaffna after a day's fishing with long-lines. The second boat is one of the Danish boats which have been purchased by the Government on the advice of FAO

5) Three fishermen hauling the wing of a beach-seine using the FAO experimental winch unit. Formerly this work took fifteen men and the fishermen are very enthusiastic over the possibilities of mechanical power

6) This photograph shows live-bait bonito fishermen standing on an outrigger canoe or 'oru' off the south coast of Ceylon. In very calm weather like this they are often unable to reach the schools of fish which they see moving by



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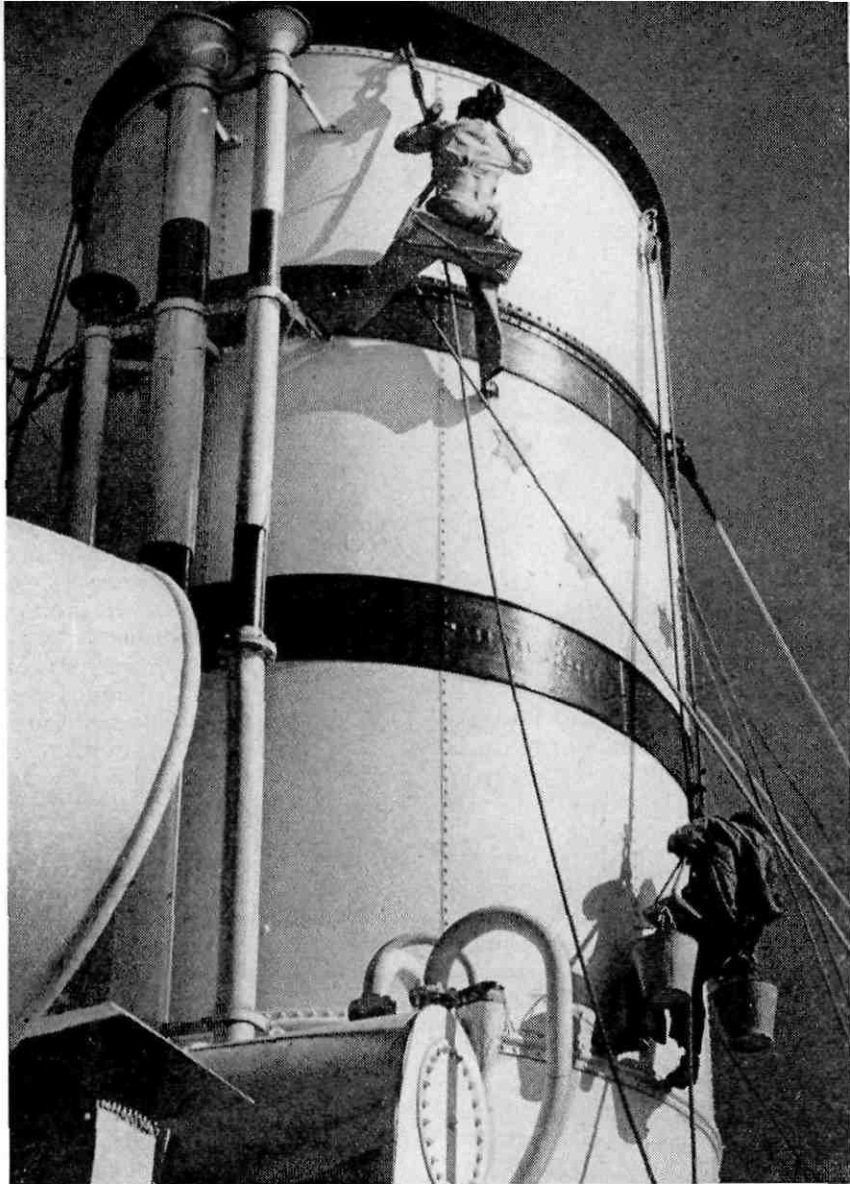
Profile of a Union

by Z'ev Barash,
former Chairman of the
Israeli Seamen's
Organizing Committee

THE ISRAELI NATIONAL UNION OF SEAMEN, an affiliate of the ITF, has a history going back only a few years and, in view of the size of the Israeli merchant fleet, necessarily only a modest membership. In its short period of existence, however, it has achieved much – including the union shop and a collective agreement with the shipping companies, providing for a welfare and accident fund, paid annual leave and a forty-seven-hour week when at sea. It has had its 'teething troubles', chiefly of an organizational character, but today, having won for its members relatively high standards of pay, it looks to the future with confidence, determined to push forward with its plans to promote the well-being of its members.

The first attempts at organizing seamen were made in 1934 and again in 1943. From the latter year the number of seamen increased rapidly, rising from 150 in 1943 to 500 at the end of 1945. Of these, 120 worked on American vessels, 200 on vessels of other countries, while one hundred manned Israeli ships.

A new chapter in the development of the Union opened with the establishment of the State in 1948. On the one hand, the Union was composed of a solid and well integrated core of veteran members who had become rooted both in the occupation and the Union during the stormy period of illegal immigration and on the other, it was surrounded



Painting the ship. Under their collective agreement, Israeli seamen work a 45-hour week when in port, a 47-hour week at sea. The agreement additionally provides for ten paid public holidays a year as well as an annual leave entitlement of 14 days

by many unorganized sailors who entered the Union with the rapid expansion of Israel's merchant fleet. The Union was consequently faced with a big job of organization. First the Ministry of Communications granted seamen legal status with the opening of a Registry Office and by issuing an official seamen's card. Then by agreement with the shipping companies it was decided that every seaman boarding ship had to be a member of the Histadrut and the Seamen's Union. Finally, organization committees were elected on each ship to serve as a link between the Union and the members of the crew and to handle all local matters on board. Vocational training

courses were also started to enable seamen to advance in their occupation. To train new seamen, watersport organizations sent their members as apprentices on board ship to gain a firsthand knowledge of seamanship

Organizational difficulty

During this whole period of organizational activity and of pronounced growth in membership, a number of issues – particularly of an organizational character – came to the fore. At the annual conference in November 1951 all these issues were brought to a head. The conference had been called to draw up a new constitution by which the Union

would become a National Union as against its former status as a local one affiliated to the Haifa Labour Council.

The decision to set up the National Union was however accompanied by an ultimatum which the Histadrut Executive Council could not accept and by the demand for an unconditional approval of new statutes which would in effect have abrogated the constitutional rights of the Histadrut over its constituent organs. The refusal of the Histadrut to accede to these demands led to a strike which lasted for forty-two days. While it lasted it was one of the bitterest internal struggles in the Histadrut's history. The reply of the Histadrut to these tactics was to call upon all its members with seafaring experience to man the paralysed fleet. 1,229 members were registered and twenty one out of the twenty two ships were again put into service. In addition, an organization committee to take charge of the Union's affairs was appointed. This committee was charged with two main tasks: to secure a collective agreement with the shipping companies and to handle the Union's affairs until new elections could be held.

Gains achieved

The organization committee fulfilled both these tasks. During its two years of control of the Union's affairs it succeeded in both negotiating a collective agreement for its members and handing over its responsibilities to a council which came into existence as a result of free elections.

The collective agreement which the organization committee signed with the shipping companies included the following clauses: workers are to be hired only through the labour exchange; the company contributes to the provident fund and accident fund as well as to the Workers' Sick Fund; each worker is entitled to ten paid public holidays per year and to an annual leave beginning with fourteen days, of which twelve days are with pay. Sick leave and accident leave are assured; at sea, the workday is to be of forty-seven hours, in port

The 'Negbah' at anchor. When the Israeli State was established in 1948, the country's merchant fleet consisted of one passenger ship, two immigrant boats and three transport vessels. Today the Israeli merchant fleet numbers some thirty vessels totalling 160,000 tons. These vessels carry 27 per cent of the country's trade

forty-five; additional pay for overtime is provided for. In addition the Israel seaman enjoys larger family allowances than any other worker in economic enterprises in Israel. This serves as an incentive to root the seaman in his occupation and to encourage him to have a family.

Elections are held

At the request of the Union, the elections which were held between August and September 1953 were conducted by direct personal vote and not on the basis of proportional representation common in other Histadrut unions. 1,050 seamen voted out of a total membership of 1,300, electing a national committee of twenty-four members. The electors were divided into three main groups, with each group electing eight members to the council. The first group consisted of officers, the second of deck-hands and mechanics, and the third of service-personnel. The division was made in order

to give each group equal representation on the Executive Council and enable it to bring to the attention of the Council its own individual and specific complaints and problems whilst preserving as broad a unity as possible within the organization as a whole.

Each group was further sub-divided and the system of voting ensured representation of each sub-division. In the first group, for example, voters were called upon to elect one Captain, one Chief Engineer, two Deck-Officers, two Engineer-Officers, one Radio-Officer and one Chief Steward. The second group was required to elect four Deck-Hands and four Mechanics. The third group on the other hand, was given a completely free choice as to its representatives. Every seafaring member of three months standing in the Union who had completed at least two trips had the right to vote.

Another group of members who participated in the election was made up of various categories of port-workers such



Scrubbing the deck. By agreement with the shipping companies, every seaman boarding ship must be a member of the Histadrut, the General Federation of Jewish Labour in Israel, and of the Seamen's Union. Seamen are hired only through the official labour exchanges

as Pilots and AB's on tug-boats, Port-Captains and those workers who had worked as seamen for at least one year and who, although at the time not so engaged, were still registered at the Labour Exchange as seamen. Their right to vote was only valid, however, if they had not been away from this type of work for longer than one year.

Future tasks

The fulfilment of these two tasks has, however, not freed the Union from all its problems. It still has a number of questions to solve connected with its growth and with the consolidation of a seafaring tradition commensurate with the vital importance of the industry to the future of Israel's commerce and security. These problems are of two kinds. On the one hand, there is the general problem connected with its growth and with the seamen's adjustment to the difficulties of life at sea. On the other, there is the more particular one involving his relations with the shipping companies.

To meet the first the Union is preparing an extensive programme of cultural and educational activities designed to help the seaman bridge the gap between his own life at sea, away from home and thus differentiated from his fellow factory workers, and the life of the country and of the working community. To link him more closely with the general problems which beset the rest of the working community the Union is arranging for lectures, seminars at the Workers' College, motion pictures of life in Israel and a better news service. As far as the Union's relations with the shipping companies is concerned it is taking steps to bring about improvements. Although the Union has already won for its members relatively high standards of pay it is determined to push forward and to achieve further advances. To create more harmonious relations in the industry as a whole the Union has proposed the setting up of a joint Efficiency Council under the supervision of the Productivity Institute of the Histadrut.

One further problem is connected with the specific nature of its organizational



structure. This is to determine as a result of experience the relations between the three groups in the Union and to create the most suitable constitutional structure for their harmonious cooperation. For all these reasons the Histadrut has taken a special interest in the problems of the Union and is determined to do everything in its power to promote the well-being of its members and to increase the efficacy of its organization.

Many are leaving the sea

FIGURES published in the annual report of the Mercantile Marine Service Association show that many British seamen are leaving the service. The reason given is that full employment in shore industries is making seamen reluctant to accept 'the more arduous con-

ditions of life at sea with long spells of absence from home'.

Last year 32,288 men entered the service of the British merchant navy and 32,542 left - a turnover of 64, 830 out of an estimated total of 144,544. The number of re-entries, 11,344, was substantially smaller than in previous years.

(continued from page 171)

trawler hands who work with fish extensively never suffer from this condition. It is undoubtedly connected with some organism involved in the putrefaction of fish.'

After remarking that crushing injuries from the heavy trawl gear were probably the greatest hazard, Dr Burns stated that 164 trawlers now operated from the port of Hull and employed approximately 4,000 sea-going personnel.

INTERNATIONAL TRANSPORT WORKERS' FEDERATION

President : R. BRATSCHI General Secretary : O. BECU Asst. Gen. Secretary : P. TOFAHRN

Founded in London in 1896. Reconstituted at Amsterdam in 1919.
Headquarters in London since the outbreak of the Second World War.
147 affiliated organizations in 50 countries. Total membership: 6,000,000

Seven industrial sections catering for

RAILWAYMEN · ROAD TRANSPORT WORKERS · INLAND WATERWAY WORKERS · DOCKERS
SEAFARERS · FISHERMEN · CIVIL AVIATION STAFF

The aims of the ITF are

to support national and international action in the struggle against economic exploitation and political oppression and to make international working class solidarity effective;
to cooperate in the establishment of a world order based on the association of all peoples in freedom and equality for the promotion of their welfare by the common use of the world's resources;

to seek universal recognition and enforcement of the right of trade union organization;

to defend and promote, on the international plane, the econ-

omic, social and occupational interests of all transport workers;

to represent the transport workers in international agencies performing functions which affect their social, economic and occupational conditions;

to furnish its affiliated organizations with information about the wages and working conditions of transport workers in different parts of the world, legislation affecting them, the development and activities of their trade unions, and other kindred matters.

Affiliated unions in

ARGENTINA (ILLEGAL) AUSTRALIA AUSTRIA BELGIUM BRITISH GUIANA CANADA CEYLON CHILE CHINA
COLOMBIA CUBA DENMARK ECUADOR EGYPT EIRE ESTONIA (EXILE) FINLAND FRANCE GERMANY
GREAT BRITAIN GREECE ICELAND INDIA ISRAEL ITALY JAMAICA JAPAN KENYA LEBANON LUXEM-
BOURG MEXICO THE NETHERLANDS NETHERLANDS WEST INDIES NEW ZEALAND NORWAY NYASALAND
PAKISTAN RHODESIA SAAR ST. LUCIA SOUTH AFRICA SPAIN (ILLEGAL UNDERGROUND MOVEMENT)
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