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Frankfurt	14-15 October 1957 ITF Inland Transport Conference
Frankfurt	16-18 October 1957 International Railwaymen's Conference
London	4-6 November 1957 Executive Committee meeting

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Our cover-picture: An Austrian frontier guard salutes a relief convoy on its way to Budapest. Ernst Ulbrich of the Austrian Railwaymen's Union accompanied this convoy which included in its cargo some ITF gift parcels. His impressions of the journey and of Budapest after the rising are to be found in this issue.

In the following article, the General Secretary sets out the views of the ITF on the subject of productivity as it affects the transport worker, insofar as they can be expounded in an article of this length. This problem, with particular reference to the port industry, is due for discussion at an international trade union seminar sponsored by the European Productivity Agency of the Organization for European Economic Co-operation to be held in Copenhagen from 1 to 4 October. The ITF had been invited to take part in this seminar and at its January meeting the Executive Committee agreed in principle to co-operate in the project.



Productivity and the transport worker

by OMER BECU, General Secretary, International Transport Workers' Federation

ONE OF THE PROBLEMS which have engaged the attention of the various industrial sections of the International Transport Workers' Federation over the years is that of productivity. The degree of concern with this problem has inevitably varied according to the nature and immediacy of its impact on the various branches of the transport industry. Of late however it seems to have assumed a new urgency in certain sections, particularly in the port industry and on the railroads. Other sections, e.g. civil aviation, are also affected by more recent developments in this field, and for no section of the transport industry can the problem of productivity be said to be purely of academic interest. 'Productivity', as we may take it for the purposes of this article, is the relationship between volume of goods produced or the amount of services performed, and the number of human beings required to produce the goods or perform the services in a given space of time. Today, a consideration of productivity essentially raises the problem of the machine, of the substitution of mechanical processes for human muscle. It has not always been so of course. In the early days of man's history, the answer to the demand for increased productivity was longer hours of work, the slave-drivers' whiplash urging unwilling bodies and tired muscles on to further efforts, or a war on neighbours to procure cheap labour in the form of slaves. For the free western world, these are now a thing of the past (although they have their equivalents in the labour world behind the Iron Curtain) and today both management and labour look to improved mechanical processes to increase production.

Although mechanical devices to lighten the burden of work have been invented by man throughout the ages, beginning with the invention of the wheel in the remote past, the true machine age in which we now found ourselves did not really begin until the end of the eighteenth century with a flare-up of mechanical inventions in the western world. It is safe to say that this sudden spurt of inventiveness created a spate of problems at the time, problems of adjustment which we are still far from solving and which one might go so far as to say will remain unsolved until we learn to forget the machine a little and concentrate somewhat more on the human being. Even today, when it might be thought that the lessons of the past have been absorbed, there are unfortunately too many cases in which new methods of working are introduced and new machinery installed to speed up the produc-

tion process without any regard to the impact of these innovations on the daily lives of the workers immediately concerned. Moreover, throughout industry generally, although the ITF can speak with authority only as regards the transport industry, there is often a reluctance on the part of management to discuss the problems of increased productivity except on its own terms.

In the considered opinion of the transport workers' unions affiliated with the International Transport Workers' Federation, it is useless to study the problem of productivity except in relation to the impact of new production methods on the daily life and social conditions of the majority of the workers engaged in the industry concerned. After all, the introduction of new methods or of new machinery may mean immediate or effectively immediate loss of employment for hundreds or even thousands of men.

They are not likely to view that possibility with equanimity. Only the economist can afford to work 'in the void' as it were, to speak dispassionately of 'labour replacement', 'structural unemployment', etc., etc., and demonstrate by producing statistics the advantages of this or that form of rationalization or technological change.

It is this impersonal attitude towards a speed of production which has produced a psychological atmosphere in industry generally – and transport is no exception – unfavourable to a satisfactory solution of the problems which arise. The indifference sometimes shown by workers towards productivity drives would be easier to overcome if the unfortunate experiences of the past were not frequently repeated in the present. Fortunately, there are signs of improvement. The development of labour-management relations no doubt also affords opportunities for dealing with productivity problems on a basis of mutual understanding. When it is realized that there is room for improvement on both sides of an industry, management and labour, and agreed that both will play their part in their respective spheres and that both will enjoy the benefits of the better performance of the industry, an important condition of success has been fulfilled.

Progress is not alike in all branches of the transport industry. Civil aviation is an industry where the employers have apparently not yet learned the lesson. At the ILO ad hoc meeting on civil aviation held in Geneva from 26 November to 5 December 1956, the employers' group consistently refused to consider any of the proposals put forward by the workers' group with a view to ensuring full and frank discussion of the many



Civil aviation is one industry in which employers have apparently not learned that problems of productivity must be dealt with on a basis of mutual understanding

urgent problems affecting the social conditions of civil aviation personnel. Such an unconstructive attitude towards co-operation and consultation at international level is indicative of a die-hard, 'last ditch' mentality all the more remarkable in an industry which had hitherto been regarded as forward-looking, at least as regards its approach to technical problems.

An example of a more constructive approach occurred when the question of port productivity was discussed by the Inland Transport Committee of the ILO in Hamburg in March of this year. The conclusions reached in the tripartite discussions without doubt provided a real basis for finding solutions to the problems under consideration. This positive approach is all the more welcome in that there is doubtless room for improvement in the industry on both sides. There is still too much inefficiency and competition among employers for example. Moreover, certain bad practices such as the recruitment of dock labour through foremen (the 'shape-up') are only too common in some countries. One of the first victims of this system, where the tendency is for the same employers - the big ones - to get the pick of the men, is productivity.

Generally speaking, however, there seems to be no reason to believe that the old fears engendered by bad practices in the port industry will continue indefinitely to prove an insuperable barrier to the application of new ideas and the exploitation of new possibilities. A

For the transport workers, new methods or machinery may have direct consequences. Statistics proving the theoretical advantages of rationalization are not impressive if rationalization can mean loss of employment or reduced standards

prerequisite to the advance along the desired lines, however, is the existence of strong trade unions and enlightened employers.

In this brief review of the attitude of transport workers generally to the problem of productivity, it is important to stress that we are dealing with a number of different branches of the transport industry, each with its own peculiar conditions, its own traditions of collective bargaining and above all operating within a national framework which must necessarily condition the approach of individual unions to the problems affecting them. There are bound to be divergences of views therefore in this field as in other matters bearing on la-

bour-management relations. What has been said here can consequently only have a general validity and does not necessarily apply to each and every branch of the transport industry in all the countries throughout the world with transport workers' organizations affiliated with the I.T.F. Nevertheless wide uniformity of opinion exists on the subject of increased productivity among transport workers which may be summarized as follows.


Lack of enthusiasm among transport workers to co-operate unreservedly in productivity drives is largely due to the suspicion engendered by past experiences that whoever benefits from the drive it will not be the workers. One way, if not the only way, in which this distrust can be allayed is for employers to change their attitude towards labour by accepting the labour force as a partner in industry. Although there have been signs of late of a re-orientation of employer thinking in this connection, instances can still be quoted (we have quoted one in the international civil aviation field) where employers as a whole have shown themselves sadly lacking in a progres-



In the port industry a real basis for finding solutions to the problems under consideration was provided when the ILO Inland Transport Committee discussed the question of port productivity at its meeting in Hamburg, earlier this year

sive approach to what in essence are common problems. Nevertheless, transport workers generally are prepared to co-operate with employers in increasing productivity. Such readiness to co-operate presupposes preliminary discussion and consultation based on the principle that labour should have its fair share of the benefits accruing from the introduction of any new machinery, working methods or processes resulting in increased production. As in industry generally, transport workers have long accepted the implications of the machine age in which we live. Foremost among these is the progressive substitution of the machine for human muscle. They do not however accept the thesis that this must result in unemployment with its attendant lowering of standards in industry generally. In essence, therefore, the problem of increased productivity is one of labour-management consultation at all stages to ensure a cushioning of the impact of technological changes in employment in the particular branch of the transport industry concerned and an equitable apportioning of the benefits deriving from such changes.

International Free Trade Union Movement Yearbook 1957-1958

 THIS IS A GUIDE to the world's free trade union movement. Prepared by the ICFU, it is for the most part taken up with facts about the ICFU itself, its national affiliates and the International Trade Secretariats. Each entry is usually introduced with a short summary of the history of the organization concerned, followed by details of its aims, structure and activities and information on its officers, publications and many other small but important facts which one rightly expects in a reference book of this sort.


The lay-out and presentation are first-class. In the first place the Yearbook is compact and easy to handle. So many books with similar aspirations to comprehensive coverage of a subject end up by being so large that their very size discourages their use. The ICFU's publish-



ers, Lincolns-Prager, have packed over 600 pages into what is a very handy sized volume indeed, which it will be a pleasure for anyone to use. This has been achieved by using a small type which contrives somehow to be as clear and easy to the eye as anything twice its size.


The *Yearbook of the International Free Trade Union Movement 1957-58* is published by *Lincolns-Prager International Yearbook Publishing Company* of London at £5 5s. 0d.

One rote to Communism

 KÖZNEVELES, a periodical issued by the Hungarian Ministry of Culture recently quoted the following remarks addressed to his class by a Budapest secondary school teacher:

'You must be prepared for the possibility that the chairman at your final exams will ask your opinion of the October events. I cannot help you on this subject. But tell your political science teacher to dictate the required text to you, and then learn it well.'

Government committee to inquire into British fishing

 THE BRITISH GOVERNMENT has decided to set up a committee to inquire into the British fishing industry. Announcing this recently the Minister of Agriculture, Fisheries and Food said that the Government felt the time opportune for an assessment of the future of the industry as a whole, taking into account present and future developments in processing and marketing. The committee, whose terms of reference have yet to be announced, will cover all aspects of the industry.

The announcement came at the same time as the publication of details of the fishing subsidy schemes for the coming 'subsidy-year'. These cover white fish and herrings and are meant to provide some support to the industry until it is able to place itself on an economic footing through modernization of its fleets with the aid of Government grants. The herring subsidy began last year.

Lodz tramwaymen strike - an echo of Poznan



MUNICIPAL TRANSPORT WORKERS, most of them tramwaymen, struck in the Polish city of Lodz on 12 August. For two days the city, the second largest in the country, was without public transport. In the early hours of 14 August some 3,000 armed police and troops forced strikers from a tram depot which they had occupied; another depot capitulated soon afterwards and by the afternoon the strike had been broken.

In some respects this latest East European explosion has caused the Communists more embarrassment than the celebrated events in Poznan in June last year. Then, as at Lodz, the cause of the disturbances was the desperate economic plight of the Polish worker, but what is more important is that this Lodz strike should have happened *after* Poznan, *after* an event which gave rise to what was hailed by some as a 'new' type of Communism, full of promises of more 'freedom' and better conditions.

Did Poznan make any difference?

Lodz, then, has demonstrated at least one fact: that whatever improvements Poznan may have provoked, a better standard of living is not one of them. The Lodz transport workers receive less than similar workers in other towns; transport workers generally receive less than the average industrial wage; the average industrial wage is 1,000 zlotys a month (at the tourist rate of exchange about £15 or US \$42); and an official survey has estimated that at least 800 zlotys a month are needed for bare necessities such as lodgings, food and essential travel.

And for their pittance the Lodz tramwaymen have to work a 'norm' (what misery that term must mean to an Iron Curtain worker!) of 250 hours monthly if they are to keep their heads above water.

Materially, it is obvious, Poznan has brought nothing to Lodz and Lodz is unlikely to differ much in that respect from any other Polish town. But material things aside, has the conduct of the Gomulka Government towards the Lodz strikers shown any hint of the new 'freedom' which the 'new' Polish Communism had proclaimed?

Certainly not at first sight. In the 'Stalinist' days of Poznan the strikers were met by tanks. In 'post-Stalinist'

Lodz the strikers were met with tear-gas at the very time when their representatives were negotiating with the City Council.

The distinction between Stalinism and post-Stalinism is equally hard to detect in the attitude of the official 'trade union' leaders towards the men and women they 'represent': the same exhortations to return to work, the same declarations that it is somehow unethical for workers in a Communist country to strike for a living wage, that the only relief from their poverty is to be found in more work and more production.

And were the Lodz strikers really impressed when, as is reliably reported, the Chairman of the 'Central Council of Trade Unions' arrived in the city in the company of the commanding officer of the Polish Air Force?

The reaction of the authorities, too, bore an uncomfortable resemblance to what were once 'Stalinist' practices. The Lodz City Council sent the strikers warnings that they would be dismissed unless they returned to work immediately. The police tear-gas attack followed an attempt by militiamen to force back with bayonets a crowd of strikers whose front ranks of women were singing patriotic Polish songs. All sorts of bodies passed unanimously official resolutions 'condemning' the strikers (which, official Communist resolutions being what they are, is high tribute indeed to the workers' militancy).

'New' Communism a fiction

When Gomulka took over in Poland he set out to create a Never-never-land where Communism and a measure of freedom could co-exist. Lodz must surely have shown him just how improbable his vision is, for freedom and Communism are mutually, fatally destructive - there can be no compromise. A strike such as that at Lodz can be settled by

free negotiation or the use of the militia; the use of the one makes the other unnecessary.

Gomulka must make his choice. He has not much time for despite the imposition of internal censorship (another distressingly 'old' reaction from the 'new' régime) strikes have subsequently been reported from Silesia and there is what the Polish press has called 'factory indiscipline' in Kattowitz.

Soon he must arrive at the parting of the ways. Which way will he take?

Plantation Workers' International founded



AGREEMENT TO SET UP A PLANTATION WORKERS' INTERNATIONAL FEDERATION was reached at a conference of plantation workers' representatives from twenty-five countries which took place in Tunis during the course of the Fifth World Congress. This was the fourth such conference to be held under ICFTU auspices. Previous conferences have been held in Bandung (1950), New York (1951), and Havana (1953).

The international ownership of many plantation industries, as well as their dependence on world markets, necessitates international solutions to the problems of their workers and, above all, the establishment of effective international trade union machinery. The conference agreed on the need for better trade union training with a view to developing a highly qualified trade union leadership. It was emphasized that all education and organizing efforts should be co-ordinated and adequate economic research facilities established. The conference approved the activities so far carried on by the ICFTU Plantations Committee and accepted plans for a sustained worldwide recruiting campaign under the auspices of the new Federation. In particular, additional organizers are to be appointed in Africa, Asia, Latin America and the Caribbean area.

The conference was deeply concerned at the fact that plantation workers producing approximately the same commodities for almost the same markets often

receive widely different wages and enjoy widely different standards of living from one country to another. There was felt to be a need for an impartial study of all the economic factors influencing not only the prosperity of plantation industries, but also the wage levels of plantation workers. The conference urged the International Labour Organ-

ization, and the UN Food and Agriculture Organization to undertake such a survey on a world scale.

The conference attached great importance to methods of recruiting and engaging workers on plantations. It was particularly concerned about the practice which still continues in some countries of recruiting labour through local

chiefs and headmen, often with scant regard for personal freedom. It was felt that this system was responsible for the persistence of sub-standard conditions in some countries and for unfair competition with countries having higher labour standards.

Until the next conference the Federation will be led by a provisional committee of eight. The following were elected: Eugenio Colorado (South America), Claudio Gonzalez Quiros (Central America), Prisciliano Falcon (Cuba), M. N. Sarmah and P. P. Narayanan (Asia) and A. A. Ochwada (Africa). Representatives of the Caribbean area and of the ICFTU will be appointed later. Samuel Powell of Cuba was appointed Secretary of the Committee.

The conference, which met under the chairmanship of Raul Valdivia, of the Cuban National Federation of Sugar Workers, was attended by representatives of plantation workers' unions from the following countries: Aden, Algeria, Barbados, Brazil, British Guiana, Formosa, Costa Rica, Colombia, Cuba, Ghana, Honduras, India, Israel, Kenya, Malaya, Mexico, Nigeria, Nyasaland, Pakistan, Philippines, Puerto Rico, Tanganyika, Uganda, Uruguay and Viet Nam, as well as from the ICFTU, its regional organizations and the International Landworkers' Federation. An observer was also present from the International Labour Organization.



JOHAN S. THORE, NEWLY ELECTED GENERAL SECRETARY OF THE SCANDINAVIAN TRANSPORT WORKERS' FEDERATION, is also President of the ITF-affiliated Swedish Seamen's Union. He replaces John Christensson who is retiring from office on reaching the age of retirement. The new General Secretary is expected to take up his duties at the beginning of next month. Other chief officers of the Federation, elected at the annual conference held in Helsingborg in mid-July, are Gunvald Hauge (Norwegian Seamen's Union), Vice Secretary, Niilo Wälläri (Finnish Seamen's Union), Ernst Borg (Danish Transport and General Workers' Union), Harry Lycke (Swedish Engineer Officers' Union) and Sigurd Klinga (Swedish Transport Workers' Union). All these unions are affiliates of the ITF.


Joint activities among the Scandinavian transport workers go back fifty years - to 1907 when a preparatory conference was held in Kristiania (now Oslo). This was followed on 27 January 1908 by a conference in Helsingborg at which Denmark, Norway and Sweden were represented (Finland became associated at a later date). Among the outstanding trade-union delegates attending the conference we find Charles Lindley and M. C. Lyngsie (1864-1931), founder and leader of the Danish Transport and General Workers' Union. Main objects of the Federation are to ex-

change information and give mutual aid in the case of disputes and wage movements.

During the course of the years practically all land and maritime transport workers' unions in the four Scandinavian countries have become members of the Federation which, with the exception of the First and Second World War years, has held its conference annually since 1913.

The Scandinavian Transport Workers' Federation, together with the Dutch transport unions, took the initiative in re-establishing the ITF after the First World War.

Weather radar on SAS aircraft

 FOLLOWING A SIX-MONTH TRIAL PERIOD, SAS aircraft are shortly to be equipped with a weather radar system which will not only act as a navigational aid but will also make flying more comfortable. On order with an American firm are a number of sets for installation in SAS aircraft flying the North Atlantic and Polar routes on which the apparatus has already been tested under operational conditions.

By means of this radar equipment, aircraft are able to 'see' the weather ahead, enabling them to take avoiding action in the case of storms or areas of excessive turbulence. This can mean quite a lot in terms of passenger comfort. At the same time, the radar acts as a navigational aid in that it helps the navigator to calculate drift better when flying over land, the scanners being directed towards certain landmarks serving as points of reference in the calculation of drift.

Fishing is a hard and dangerous occupation. Can a case be made out for transforming the traditional type of fishery protection service into one which will to some extent at least reduce the hazards of fishing by providing medical aid, meteorological advice, and assistance to vessels in distress or in need of help?



Fishery protection - a new approach



THE FISHERY PROTECTION SERVICE as at present operated by the German Federal Republic represents a new approach to fishery protection worthy of closer study. From a modest beginning this service has now attained a form of operation which by its mere existence constitutes a challenge to hitherto accepted concepts and practice in this field. The present article has made use of data contained in an article by an official of the German Ministry for Food and Agriculture which appeared in 'Hansa', the German weekly devoted to maritime affairs (6 April 1957).

Fishery protection, as regards the European States, goes back to the Hague Convention of 1882 under the terms of which the signatory States (Belgium, Denmark, France, Great Britain, Germany and the Netherlands) undertook to operate a fishery protection service in the North Sea for the purpose of 'policing' the seas and regulating any disputes which might arise between their nationals outside territorial waters. These functions were to be exercised by naval units of the signatory powers (with the exception of Belgium) to be known as fishery protection vessels.

From its inception therefore the fishery protection service had a 'police' flavour about it. Incidents, however,

were rare, and when they did occur could usually be settled amicably without the need for any great show of force. It could be argued, however, that the mere presence or proximity of the fishery protection vessels was sufficient to ensure good behaviour on the fishing grounds in much the same way as citizens conduct themselves in the proper manner in the streets from awareness of the fact that there is usually a policeman 'round the corner', and that for that reason the retention of a policing service was desirable and necessary. Others, probably with more justification, would prefer to ascribe the lack of incidents to that understanding which exists among those engaged in a common and haz-

ardous task, in spite of differences of nationality.

Whatever the reasons for the fishery protection service (as originally conceived) proving to be largely redundant, it soon became clear that, with the extension of fishing to distant waters not envisaged in the original convention, there was a growing need for a service to fishermen of a different nature - a service which could provide medical aid, meteorological advice and assistance to vessels in distress or in need of help in connection with their equipment and installations. Although the vessels operating the fishery protection service might have been thought suitable instruments for the purpose of introducing a service along these lines, the fact that they had originally been conceived with the object of exercising 'police' duties made them unsuitable for conversion to other uses. Nevertheless, the idea of a service to fishermen of the nature outlined above had begun to take shape even in those early days, and

some countries, such as Denmark and the Netherlands, took to using naval craft with trained civilian crews in recognition of the fishermen's need for protection of a different kind.

The first real move in the direction of a fishermen's aid-at-sea service as we may call it (as opposed to a national service designed to safeguard national rights in connection with fishing and fishermen) came from Portugal. Shortly after the First World War, this country re-equipped the 1800 GRT former German freighter 'Lahneck' as a hospital, repair and supply vessel, crewed it with men fully experienced in fishermen's ways and needs, and dispatched her regularly to the cod-fishing grounds off Newfoundland and Greenland where it was able to render aid not only to the Portuguese fishermen but also to those of all nationalities in that area. Later, this vessel, the 'Gil Eannes', was supplemented by a more modern vessel, the 'Gil Eannes II', a 3000 GRT vessel equipped with the latest appliances and facilities best suited to provide assistance to fishermen. This vessel was paid for and equipped from funds contributed by the entire nation.

Portugal can thus with justice lay claim to pioneer work in the field of fishery protection, in shifting the emphasis from fishery protection to fishermen's protection, i.e. from an exercise

of national police authority outside territorial waters to the provision of an aid service to fishermen which, although primarily designed to assist a country's own nationals, must by the very nature of conditions at sea constitute a non-discriminatory service to the fishermen of all nations in cases of urgency and distress.

This change of emphasis as regards a fishery protection service, initiated by Portugal, has been followed by the Federal Republic of Germany. With the resumption of deep-sea fishing by German fishermen immediately after the Second World War there developed a need for the operation of a service to fishermen with special regard to medical, technical and meteorological aspects. The first vessel to be commissioned (in November 1948) was the 'Frithjof'. A former fishing trawler of 240 GRT, it carried a crew of twenty-one and was fitted out with eight hospital beds, an operating theatre and dispensary, together with radiography and dental equipment. In addition, it had a workshop for carrying out repairs to the gear and mechanical installations of the fishing fleet and complete diving equipment.

In 1950, the 'Frithjof' was joined by a bigger and more fully equipped vessel, the 1,000 HP Motor-vessel 'Meerkatze' of 673 GRT. This vessel has been mainly

operating in the seas off northern Norway and Iceland. In September 1956, the 'Frithjof' was replaced by the larger (430 GRT) and up-to-date 'Frithjof II', whilst a further vessel is at present under construction and may be expected to be put into service in September of this year. In addition, the 'Anton Dohrn', a fishery research vessel of 999 GRT, although primarily engaged in its research tasks, can and does provide assistance to fishermen in case of need.

The extent of the aid service to fishermen provided by these vessels may be gauged from the following figures.

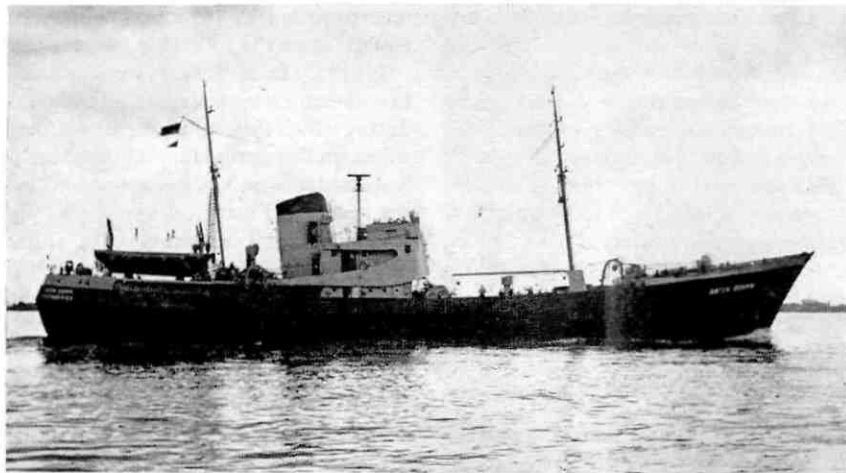
In 1955 these vessels were out on twenty-eight trips lasting in all 698 days during which they sailed 84,951 nautical miles. In this period they rendered medical assistance on 1,878 occasions, whilst the number of occasions on which help was given in connection with ship's gear and installations numbered 362. Itemised (observations, charts produced, reports and storm warnings issued), the weather service provided a figure of 8,466. These figures may be taken as largely representative of the present nature and extent of the activities of the German fishery protection service, due regard being taken to the fact that it may be found necessary or desirable to expand its present form.

The figures for the eight years 1948-56, i.e. the formative period of the aid



The 'Frithjof', the first vessel to be commissioned by the German authorities for its new-style aid-to-fishermen service. A former trawler of 240 GRT, it carried a crew of twenty-one and was fitted out with hospital beds, an operating theatre and medical equipment

Right: the 'Meerkatze', a 1000 HP motor vessel of 673 GRT which joined the service in 1950. This vessel has been used mainly in the seas off northern Norway and Iceland. Below: the 'Anton Dohrn' is a fishery research vessel which can be used for assistance to fishermen if necessary



service, offer an interesting basis of comparison. They are: number of missions performed, 173; days at sea, 3,879; nautical miles sailed, 465,331; medical cases attended to, 11,099; assistance with gear, machinery, etc., 1,940; weather service, 39,268. (Of the medical cases, the 'Frithjof' hospitalized 830, the 'Meerkatze' 638, and the 'Anton Dohrn' 20.)

As already stated, the German fishery protection service has undergone a shift of emphasis in accordance with the deliberate policy of the German government to provide an aid service for fishermen in response to the need for such a service. Just how great this need was, and the inadequacy of the former fishery protection service to meet it, may be gauged from the figures for the thirteen years during which fishery protection was operated by units (three in number) of the German admiralty. During that period eighty-three trips were made (compared with 173 between 1948 and 1956), 2,331 days were spent at sea (compared with 3,879 days by the new protection service). During this time, 1,618 medical cases were treated compared with 11,099 between 1948 and 1956. Technical aid was given on 142

occasions (as opposed to 1,940). Having regard to the difference in length between the two periods of activity (thirteen years' 'old style' protection as opposed to eight years' 'new style'), but bearing in mind the more restricted field of action of the former service, the discrepancy between the number of cases of aid given during these two periods is almost startling. Allowance must of course be made for the fact that the number of fishing craft and men serving in them has increased considerably since 1925-37. Taking all factors into consideration, however, and not forgetting that the service as originally conceived was not intended to be any other than a 'police' service, we are left with the conviction that, over the years, fishermen's urgent need for a government-controlled service capable of providing aid in cases of distress - mechanical or otherwise - has been sadly neglected and has moreover lagged an unnecessarily long way behind the facilities available in this field ashore.

Keynote of the German fishery protection service (or fishermen's aid-at-sea service as it could more aptly be described) is its 'civilian' character. Complete divorce from any of the ministries

having to do with the armed forces has been achieved by placing the service under the fisheries department of the Federal Ministry for Food, Agriculture and Forestry. (If, as might be pointed out, this is probably largely a matter of 'Hobson's choice' in that, in 1948 when the first vessel was put into service, the German authorities had little choice in military and naval matters, it may be countered that the placing of the 'Frithjof' under the control of a 'civilian' ministry was the result of a considered policy with regard to an envisaged fishery aid service, and that changing conditions have not altered this since.)

The vessels operating the protection service are manned by crews with long experience of life and conditions at sea, and particularly of matters relating to deep-sea fishing and the fisherman's needs and way of life at sea. At the same time, they are non-naval personnel and crew changes are consequently very rare. On both counts, mutual trust and confidence is established between them and the fishermen. Furthermore, these vessels, being non-naval craft, can operate in the territorial waters and use the ports of other countries without the necessity of observing diplomatic etiquette in these matters for fear of causing diplomatic telephone wires to hum. In practice, the vessels of the German fishery aid service have found that they enjoy such full appreciation of the services they perform that, even when they are in foreign ports, they are able to continue wireless contact with the vessels of the German fishing fleet and thus maintain the meteorological service which has proved such a boon to fishermen. Finally, deep-sea fishing by its very nature is an international activity calling for a maximum understanding and co-operation between not only the fishermen of different nationalities but also the national ministries responsible for the operation of the maritime craft em-

ployed by governments to ensure 'protection' to their fishermen.

When the advantages of a fishery protection service as operated by Portugal and Germany are weighed against the 'conventional' protection services of other maritime nations with large fishing interests, it is a matter of some surprise that the latter have not found it worth while to modify their practice in this field. Presumably governments are too strongly wedded to the original concept. Nevertheless the advantages of a shift of emphasis are obvious, and there can be no disputing the need for such a modified service from the fishermen's point of view.

The occasions on which there is real need to settle disputes between fishermen of different nationalities by 'police' action on the part of craft which, whatever their peaceful intent, are nevertheless a part of the naval forces of the countries whose nationals are concerned, are very few indeed. When disputes do arise, and it is not denied that they do, a case might well be made out for their settlement, not by craft manned by members of the naval forces of the country or countries involved, but by craft having an official status, certainly, but with a civilian crew experienced and trained in all matters affecting the fisherman's calling.

The operation of a fishery protection

service along these lines might also be expected to have a greater appeal to governments – although it does not seem to have done so up to now – in that, by the use of craft and crews of an essentially civilian character, they would avoid any suggestion of a 'show of force' in connection with any incidents involving their nationals in extra-territorial waters – a consideration not lightly to be rejected in these days when national sensitivity appears to be on the increase rather than decline. At present, with naval craft operating the protection service, there would appear to be no alternative to this suggestion of a display of force even when such a display is far from the intentions of the nation concerned.

If fishing-ground disputes between fishermen of different nationalities are not to be lent an importance far in excess of their real significance, then the sooner governments adopt a system of fishery protection by craft endowed with authority but not manned by naval personnel or forming a part of their armed forces the better.


It might therefore well be asked whether the time has not come for a re-orientation of thinking on the part of governments with regard to the now out of date Hague Convention of 1882 and the fishery protection service envisaged in that instrument with a view to the

provision of a protection service more in line with today's conditions and needs.


Recognition by governments that the fishery protection service as at present operated is outmoded and that the need is more for a technical, medical and meteorological aid service to fishermen would be a great boon. The fishermen of all nations would deeply appreciate any move by governments evincing an awareness of the need for a new approach to fishery protection in which the emphasis is laid less on the police character of the protection service and more on the aid aspect. The designation, equipping and manning of vessels primarily for this purpose does not necessarily preclude their use as instruments for the settlement of any disputes which might arise, whereas the employment and crewing of craft solely for police functions does effectively prevent their use for more helpful purposes.

International governmental recognition of these facts, finding expression in the creation of an international instrument, or the amending of an existing one, with the object of ensuring such an aid as described here would be a welcome progressive step in the fishing industry and fill a need which becomes all the more urgent by reason of the discrepancy between facilities which are available in modern times and the form of service actually supplied.

Ship-shape union headquarters

 AN ARCHITECTURAL NOVELTY – a union headquarters in the shape of a ship – has just been completed and taken over by the ITF-affiliated Trinidad Seamen and Waterfront Workers' Union. Incorporating a large assembly hall, the building cost \$75,000, but the union is already contemplating further extensions at the cost of \$56,000. One of the first meetings held in the new building after it was opened was that of the Administrative Committee of CADORIT.

Swiss Transport Workers' Congress stresses dangers of transport competition

 THE RECENT CONGRESS of the Swiss Transport, Commercial and Food Workers' Union (VHTL) adopted a resolution which expressed the union's regret at the failure of efforts to get a measure of co-operation


between the country's state-owned railways, private road transport concerns and freight companies. The resolution emphasized that intensified competition between the public and private transport undertakings would not only prevent any social advance for the workers concerned but would result in a real worsening of their wages and working conditions. An industry-wide agreement for drivers in long and short-haul transport was demanded.

The union, which now has almost 41,000 members, is affiliated to the ITF. The year before its Congress had been one of advance: membership had increased by almost one thousand and for the first time youth groups had been formed.

Improvements in working hours had been won over the year and the shortening of working hours was in fact one of the subjects debated at the Congress. A statement of policy was adopted affirming that a reduction of working hours

was a goal to be aimed at if this could be achieved without results detrimental to the economy. The union rejected any reduction which led to a cut in income or an intolerable and injurious intensification of individual output. The union endorsed the Swiss Federation of Trade Unions' plan for a gradual reduction of working hours and at the same time demanded that such a reduction should be the aim not only for factory employees but for all Swiss workers.

German strike statistics

 STATISTICS PUBLISHED RECENTLY by the West German Government show that 1,600,000 days were lost in strikes during 1956. Spread over the working population of eighteen millions this figure has been related to the time lost for one worker. Expressed this way the time lost amounts to forty-two minutes a year, three and half a month, forty-eight seconds a week, eight seconds a day or one second an hour.

Fifth World Congress of the ICFTU



THE FIFTH WORLD CONGRESS OF THE INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS was held in Tunis from 5-13 July, the first such Congress to be held in Africa. Over two hundred delegates and advisers were present, representing seventy-six organizations in fifty-eight countries with an aggregate membership of almost fifty millions.

Omer Becu resigns as President

During the Congress, Omer Becu, General Secretary of the ITF, formally relinquished his position as the ICFTU's President, a post to which he was first elected in July 1953. He had originally intimated that he wished to resign in August last year when he explained that the expanded activities of the ITF made it difficult to fulfil his ICFTU functions. However, the grave international situation which resulted from events in the Middle East and Hungary led to his agreeing to a request from the ICFTU Executive Board that he should carry on in office until the Tunis Congress.

A tribute to his services to the ICFTU was made at the Congress by Sir Vincent Tewson of the British TUC. At its meeting immediately after the Congress the Executive Board elected Arne Geijer, President of the Swedish Federation of Trade Unions, to succeed him. J. H. Oldenbroek was unanimously re-elected by the Congress as the ICFTU's General Secretary.



'Freedom' the key-note

'Freedom' was the key-note of the Congress. Freedom for those oppressed by forces such as Communism and freedom for those bound by or struggling against colonialism.

The situation in Algeria was debated at some length and finally a resolution was adopted calling on the French Government to restore trade union freedom, to liberate detained trade unionists and re-establish freedom of expression and of trade union activities (this re-iterated an appeal already made by the ICFTU's Executive Board); and to liberate those detained for political reasons and re-engage those dismissed for taking part in general strikes. Finally, the resolution re-affirmed the ICFTU's conviction that the solution to the Algerian issue could not be found in force and appealed to both sides to negotiate a cease-fire and to recognize on the one hand the right of the Algerian people to self-determination and on the other the need to respect the rights of the whole population.

Self-determination was a principle affirmed in another resolution, this time on Cyprus. The British Government was urged to lift its emergency laws; release detainees against whom no charge had been made; investigate complaints of ill-treatment; allow Archbishop Makarios, the General Secretary of the Cyprus Workers' Confederation and others banished for political reasons to return to the island; and to discuss with the Ethnarch and the Archbishop a settlement in accordance with the rights of the people to self-determination.

Trade union legislation in British East Africa was to be examined by the Executive Board in co-operation with interested affiliated organizations 'with a view to taking appropriate action to bring the legislation into line with provisions of the ILO Conventions.' It was also agreed that the Executive Board should send a mission to Kenya and Northern Rhodesia to investigate trade union conditions there.

Hungary

The Congress welcomed the report of the United Nations Special Committee on Hungary and called upon affiliated organizations to secure wide publicity for this exposure of Soviet aggression. It demanded the exclusion of Kadar's Hungary from the United Nations and its specialized agencies and urged the forthcoming UN General Assembly to take further action with a view to allowing the Hungarian people to establish a sovereign government of its own choice. The Congress was addressed by Anna Kethly, the exiled Hungarian Socialist and trade union leader.

International Solidarity Fund

A resolution was carried concurring in the Executive Board's action in setting up a multi-purpose International Solidarity Fund and appealing for free trade unions to support the Fund. The British TUC made it known that it was aiming

Omer Becu, General Secretary of the ITF, addressing the Tunis Congress of the ICFTU. He had announced that he would be unable to stand for a further term as President of the ICFTU, a position he had held since 1953. He has now been succeeded by Arne Geijer of Sweden



A general view from the platform of the ICFTU's Fifth World Congress. Held in Tunis from 5-13 July, this was the first ICFTU Congress to be held in Africa. Over two hundred delegates and advisers attended representing some fifty million workers

to raise £500,000. The Fund Committee appointed by the Executive Board held its first meeting in Tunis and decided to make a grant of three million French francs for the relief of Algerian refugees and the families of detained trade unionists in Algeria.

Economic and social issues

Whilst matters such as colonialism and dictatorship necessarily took up a large part of the Congress debates, social and economic problems were not forgotten. A resolution commended the Workers' Groups of the ILO Governing Body and Conference for the 'vigorous and successful action in favour of effective steps to be taken by the ILO for the reduction of working hours.' On automation, the Congress emphasized that 'the consent

of the trade unions must be regarded as a necessary condition for the introduction of automated methods of production and that the purpose of automation, as well as of any other methods of raising productivity, is to improve the social standards of the people.'


In a further resolution the Executive Board were recommended to study, in co-operation with the International Co-operative Alliance, the role which free trade unions could play in the promotion of genuine co-operative movements, especially in economically underdeveloped countries.

Building free trade unionism

The Congress unanimously approved the activities so far undertaken in an effort to build free trade unionism in the

world's underdeveloped areas. The delegates' confidence in the ICFTU's ability to cultivate free labour movements was perhaps in a way the most heartening indication that the ICFTU has grown to the strength of a world force for social and political equality and freedom.

Israeli merchant fleet grows

 IT WAS RECENTLY REVEALED that the Israeli shipping company Zim has ordered four tankers for delivery by 1962. Three of the tankers will be of 18,000 and the fourth of 45,000 tons. By that time the Israeli merchant fleet will be of some 600,000 tons and the one million tons mark is set to be reached in 1967. This total it is hoped to double in a further two years.

The Danish Union of Locomotive Engineers and Firemen



The 'Northern Express', hauled by an MY diesel-electric locomotive, on the run between Odense and Holstrup in the Danish island of Fyn. The Northern Express operates a regular international passenger service between Denmark and West Germany

SOME YEARS BEFORE THE ACTUAL FOUNDING OF THE DANISH UNION OF LOCOMOTIVE ENGINEERS AND FIREMEN IN 1899, a number of engine drivers had been giving serious thought to the need for an association of some kind to cater for them. There had been a number of occasions when the lack of a central organization capable of watching over the interests of footplate staff, both individually and as a body, had been felt very keenly. The idea, however, did not take firm root until the Danish railways were put under the same management and footplate staff in all parts of the country found themselves under the control of one and the same manager. This happened in 1893, about the same time that the Danish enginemen were being approached by their opposite numbers in Norway and Sweden concerning the possibilities of forming a Scandinavian association of locomotive engineers and firemen. This lent impetus to the movement for the creation of a single union for all locomotive staff in the country and such a body was set up in the year 1899.

The trade union organization which was initially formed embraced all locomotive personnel, whether employed by the State or the private railways. Unfortunately however, in 1903 the present union (the Dansk Lokomotivmands Forening) had to sever its trade union connection with the private railways personnel in order to achieve recogni-

tion by the State administration. Apart from this imposed 'divorce', the Danish Locomotive Engineers' and Firemen's

The latest addition to the locomotive park of the Danish State Railways is the diesel-electric MY model. This is based on an American design, but is built in both Danish and Swedish railway workshops

Union, with a present membership of 2,300, has since that date embraced all locomotive personnel in the employ of the State regardless of classification, whilst the Lokomotivmands Forbund (also ITF-affiliated) caters for those in the service of the private railways.

Apprenticeship and training

Would-be locomotive engineers on the Danish State Railways start their career



A view of the Locomotivemen's Union's fine recreation and holiday centre at Kalundborg. The centre has beds for sixty-eight people and is booked up all summer

as firemen-trainees. They must be in good health, not suffer from colour-blindness, and be experienced fitter-mechanics and blacksmiths. Training lasts for two years and includes seven months' workshop instruction, a theoretical course lasting two months devoted to safety and signalling regulations, together with practical training in the duties of a fireman carried out under the eye of two driver-teachers assigned to these duties.

After two years in the driving cab as a fireman, the driver-trainee goes on a three-months' course on engines during which, amongst other things, he is given an opportunity to make both theoretical and practical acquaintance with diesel locomotives. The trainee's successful passing of the 'locomotive examination' is a prerequisite for his continued employment in that branch of the service and also determines his promotion chances. After a further three years' employment, he goes on another training course - this time acquiring practical experience of driving a locomotive.

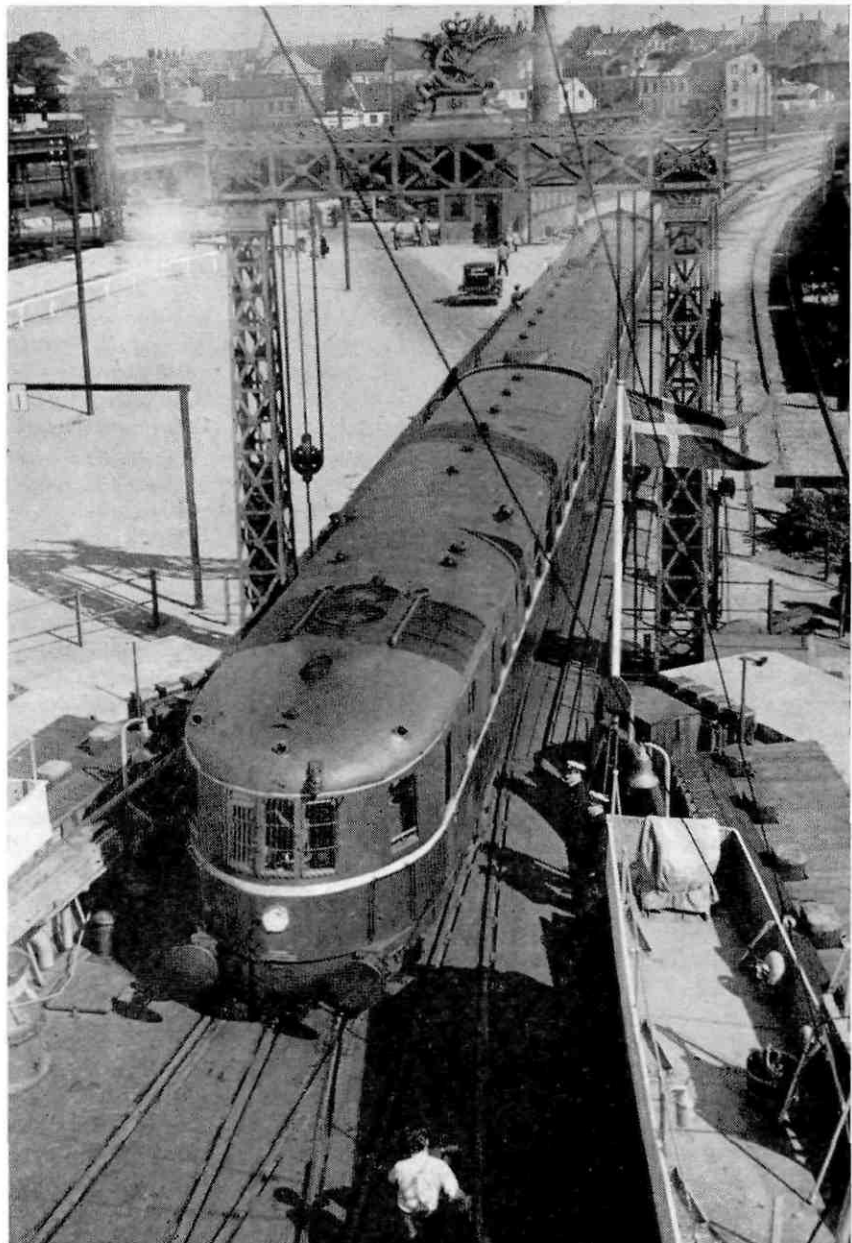
His training is now finished except for 'home studies' to keep abreast of developments in his branch of the service.

Wages and hours of work

A fireman's starting wage works out at 10,000 to 11,000 kr. (about £500 to £550 a year). Drivers on general service and a number of those on electric trains get 12,000 to 14,000 kroner a year. Top rate drivers, instructors and suchlike get from 14,000 to 16,000 a year.

A 48-hour week is laid down for a Danish engine-driver, but he is often called upon to work twelve hours a day and a ten-hour stretch is not uncommon. With much of his free time spent away from home, he has great need for good rest and recreational facilities. The

The express train operating between Copenhagen and Struer is here seen going aboard the Korsør-Nyborg train ferry. In addition to the main peninsular, the territory of Denmark includes several islands and train ferries are consequently a feature of the country's railway network

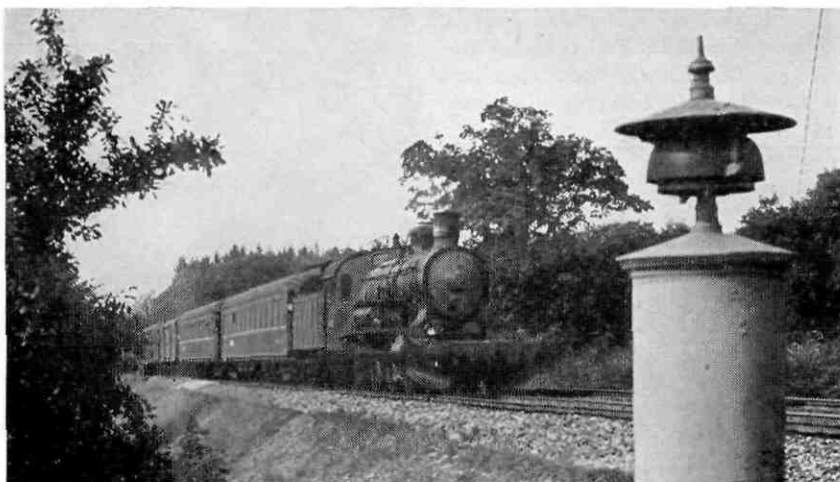


Although the diesel-electric locomotive is now being increasingly utilized, approximately half of all trains operated by the Danish State Railways are steam-hauled

union is very much alive to this and is always on the lookout for ways of improving existing facilities.

Co-operation with other bodies


The Danish locomotivemen became organized as a trade union body before the other Danish railwaymen. They have consequently tended to remain a separate body unaffiliated with the Railwaymen's Union (Dansk Jernbane Forbund). This is not to say, however, that they do not work amicably and in close collaboration with the other unions catering for Danish railway personnel. This arises not only from the recognition of the need for collaboration, but also because of the negotiating procedure followed by virtue of the fact that



employees of the State Railways are considered State employees or civil servants. The Danish Locomotive Engineers' and Firemen's Union is far from satisfied with the position resulting from this differentiation between organizations catering for workers in private

industry on the one hand and those representing officials and State employees on the other. It recognizes, however, that its members are employed by the Danish State Railways and as such must follow the fortunes of this State-run enterprise.

British dockers in 1956

 THE ANNUAL REPORT AND ACCOUNTS FOR 1956 of the British National Dock Labour Board – the statutory body which regulates work in all major British ports except those in Northern Ireland – shows that the average gross weekly earnings for British dock workers amounted to £12 19s. 10d. as against £12 9s. 7d. in the previous year. The average number of men on the pay roll was 57,774, a drop of 688 on the same figure for 1955.

This fall in the average number of men employed was the result of various factors, the most important being the closing of the Suez Canal towards the end of the year, the hard winter in the early months which closed many North European ports, and the Australian dock strike. At the opening of the year some 65,000 men were engaged daily, but employment fell in February and early March by the equivalent of 5,000 men a day. There was something of a recovery for a while but by May and thereafter there was rarely work for more than 60,000 men. When the effect of the Suez crisis was really felt in November and December there was one week when fewer than 55,000 men were needed.

Some adjustments were made by the Local Boards (which look after detailed

administration of the Dock Labour scheme under the National Board) in the strength of the registers of dockers and in some cases recruitment was suspended and temporary releases from the registers arranged. However, despite the poor year for employment generally, the average number of registered weekly (as against daily) workers continued to increase – 16,999 in 1956, an increase of over 600 on the average for 1955.

Another effect of the poorer trading conditions in the year was, inevitably, to increase the amount paid in attendance money (a sum paid to registered dockers reporting for work and for whom none is available). In 1956 the total paid reached £1,364,756, a large increase over the previous year's £772,880. Guaranteed make-up pay (for dockers whose weekly earnings do not reach a certain level) also increased, the average weekly number of men to whom payments were made reaching 1,889, an increase of no less than 1,030 over the same number in 1955.

Other items worth noticing in a report which is never without interest – the British scheme was the first statutory scheme for the regularization of dock work on any major scale – include the fact that the average age of the daily workers changed very little, the majority of them being over forty-five years old. The Board reports a 'most encouraging

rise' in the number of dockers enrolling for classes under the Port Workers' Education Scheme – 193 for the autumn term of 1956, as against 116 for the corresponding term in 1955.

The Board has continued with its building programme, mainly for the provision of cover. Two new medical centres were opened and one replaced with a more modern building. The Board now has forty-five centres operating in twenty-six ports, with a medical staff of sixty-seven trained nurses under the supervision of four Regional Medical Officers.

A final note on the financing of the Board. The cost of administering the British decasualization scheme through the National Board is recouped from the employers by the payment of a levy which is expressed as a percentage of the wage bill. (The Board pays the dockers and is reimbursed by the employers.) This levy was reduced in the year and is now fixed at twelve per cent on the wages of daily workers employed in other than the coastal trade; eight per cent on those employed in the coastal trade; and four per cent (unchanged as against 1955) on weekly workers. This total reduction in the percentage of the levy meant a drop in the income from this source, the grand total amounting to £4,925,378 in the year under review (£5,295,134 in 1955).

A union and its leaders



THREE YEARS AGO, MR. V.L. ALLEN PUBLISHED A DETAILED STUDY OF TRADE UNION LEADERSHIP as exemplified in the organization and administration of the trade unions in Great Britain. The title of that book 'Power in Trade Unions' is perhaps the clearest indication of the author's particular approach to the subject. He is in fact primarily interested in the exercise of power by the trade union movement and in the extent and limitations of that power. In his latest work, Mr. Allen has to some extent moved on from the general to the specific. 'Trade Union Leadership' (Longmans, 30s.) is described in its subtitle as being 'based on a study of Arthur Deakin'. It is, however, something more than an account of Arthur Deakin's career in the British trade union movement or an examination of the impact made by his ideas and personality on that movement. In his approach to the fascinating subject of Arthur Deakin's leadership, Mr. Allen is as painstakingly conscientious as in his earlier work, and has given detailed attention to the influences to which Deakin was subjected both before and after assuming office as head of the world's largest and most powerful individual trade union. As a result, his book is a study of two men – Arthur Deakin and his predecessor Ernest Bevin – and of the organization which they both served: the Transport and General Workers' Union.

Arthur Deakin had been subjected to the influence of Ernest Bevin for some eight years before he became General Secretary of the TGWU. He had worked with, and in the shadow of, the key figure in pre-war British trade unionism for those eight years, and practically everything he knew of the techniques of trade union leadership had been learned from him. Until 1940, when Bevin became Minister of Labour in the war-time Coalition Government, he had served in a subordinate capacity, first as a National Trade Secretary and then for five years, as Assistant General Secretary. When he finally became the leader of the Transport and General Workers, it was not because his former chief had

died or retired, but to fill the gap – which might well have been only temporary – resulting from Bevin's war-time transfer to the political field. Deakin thus not only followed a legend, but in a very real sense had to live with it, knowing that the man who had created it was still very much in the public eye. In the circumstances, it was perhaps inevitable that many, both inside and outside the trade union movement, should have been tempted to make comparisons between the two men.

And there can be no doubt that the contrast between their respective careers up to that point was a striking one. Bevin, from his earliest days in the trade union movement, had been something of a prodigy. A colourful personality with a strong sense of the dramatic, a brilliant and forceful speaker, a man possessing a shrewd mind which was already thinking in terms of national trade union problems when its owner was still a minor local official in Bristol, Bevin quickly attracted the attention of those at head office, who realized that they were dealing with a man of uncommon talents. Some idea of his rapid rise can be gauged from the fact that he had only been a member of a trade union for five years when he went to the United States as one of the British TUC's fraternal delegates to the AFL convention. Six years later, he was known throughout Great Britain as the 'Dockers' K.C.' as the result of his brilliant, if somewhat unorthodox, presentation of the dock workers' case for higher pay before a national court of inquiry. By that time,

the idea of a powerful amalgamated organization of transport and general workers had already taken shape in his mind. Although he was still only Assistant General Secretary of his own dockers' union, Bevin was responsible for much of the planning and negotiation involved in the amalgamation which



The late Ernest Bevin, trade unionist and world statesman, who could justly claim much of the credit for the creation of the British Transport and General Workers' Union, one of the world's largest unions

produced the Transport and General Workers' Union. When the new organization came into existence, it seemed only natural that he should be chosen to head it as General Secretary – a post which he was to hold for eighteen years.

Deakin – relatively unknown and untried – thus succeeded to the leadership of a union which had been largely created by his predecessor and upon which Bevin had markedly set his own individual stamp. Nor was that all. Bevin had led the Transport and General Workers' Union during a period of extremely stormy industrial relations. He had achieved an intimate relationship with his members which resulted from long years of common struggle for clear-cut trade union objectives – a struggle which

(continued on page 188)



Arthur Deakin, who succeeded Ernest Bevin as General Secretary of the TGWU and whose sudden death in 1955 meant a great loss to the British and international labour movements. He was the President of the ITF at the time of his passing



Ernst Ulbrich of the Austrian Railwaymen's Union (an ITF affiliate) was one of the trade unionists who accompanied the relief convoy which left Austria for Hungary on 9 May, a convoy which carried thousands of gift parcels, including 5,000 which had been donated by the ITF. The article below is based on notes made by Brother Ulbrich at the time, in which he recorded an account of the expedition itself and his impressions of Hungary after the revolution. The Austrian Federation of Trade Unions, which has been responsible for much of the relief work, both on its own account and as agent for the ITF and ICFTU, has now decided with the ICFTU that no more such convoys should be sent as long as the present reign of terror continues in Hungary.

Journey to Budapest



The trucks rumble their way across the plain to Budapest, the seventh such convoy in all to make the journey and the second to carry gift parcels donated by the ITF. There were eleven trucks, two of them with trailers, bearing notices explaining their mission

THURSDAY, 9 MAY 1957. We met in Favoriten, a working-class district of Vienna, to accompany the road convoy carrying gifts of food to Hungary. Many of the parcels in this particular convoy had been donated by the ITF. The arrangements had been made by the Austrian Federation of Trade Unions as part of its 'solidarity' programme. A lot of preparatory work had had to be done before we got this far. Parcels ordered and loaded, customs and travel formalities settled, and much besides. Five o'clock in the morning and we were off – eleven trucks with two trailers made up the convoy.

At the frontier

We were still in the morning's coldness when we reached the frontier, the sun feeling its way over the plains. We had to wait, for despite the fact that we had given notice of our arrival the frontier barrier was down. Look to the left and you could see the newly re-erected Iron

Curtain. It doesn't look so bad at first sight. Not long ago a young girl lay bleeding across the barbed wire, badly hurt. No one dared to help her. The slightest pressure on the ground was almost bound to set off a hidden mine. The cattle carcasses on the wire were proof enough. There's a strip of ground some ten metres broad behind the wire

where every step can be a false one. Behind the frontier Kadar's watchtowers, menacing fingers pointing skywards. Memories of the events in the last months of 1956 – the silent zone, the zone of the dead.

Two metres from the frontier barrier a white line runs across the road. An Austrian customs official explained: 'There has recently been a flood of complaints from the Hungarian authorities that Austrian frontier officials had trespassed across the border. What they boiled down to were that our men here had been standing at the barrier at night talking to the Hungarian officials. The white line now marks the limit to which the Austrians can go. It's strictly observ-

ed.' If only the Hungarian border transgressions were as harmless as that!

We waited over two hours before the barrier was raised and the way to Hungary was free. Passes for the drivers and those going with them were handed out in front of the frontier post. Now, it seemed, the journey to Budapest could continue without interruption.

Ten minutes later the convoy was stopped by Hungarian troops. Those who had done the Budapest trip before explained that what was to follow was an examination of all the vehicles to see whether any propaganda material had been slipped in.

The way this check was carried out was shameful. Not only the cargo, but the chassis, bonnets and cabins were stringently searched. It was almost laughable to watch it. For instance the bonnet of one of the trucks was raised to reveal a can of oil with its contents marked on the label. A soldier took the can out, looked it over distrustfully and asked an officer what should happen to it.

The attitude of the officers themselves was shown in another incident. A major took a parcel from a truck and opened it. His first act was to take out the accompanying slip, crumple it in his hand and throw it away. The slip had made him red with anger. It said that the parcel had been donated by the transport workers of the democratic world as a token of their solidarity with their Hungarian colleagues. Perhaps it was the mention of 'solidarity' or 'democratic' which aroused his anger. This sort of treatment by the Hungarian State authorities gave the impression that they were not too enthusiastic about the whole enterprise. The reception could hardly be called friendly.

On the way to Budapest

Through Magyarovar we went to Győr (often in the news during the revolution) and then through the industrial district of Lablatlan and past Esztergom, once the seat of Cardinal Mindszenty, to Budapest. It was worth noting that the Russian red star had returned to some of the factory buildings we passed.

Children ran laughing and waving up to the convoy. This was the seventh time that these orange-coloured trucks had passed that way. Perhaps they remembered that the trucks always brought with them a small surprise – chocolate, sweets, fruit. The gleam in their eyes and

'gözzem', thank-yous, expressed well enough that they were not used to receiving them. The adults behaved quite differently. Only here and there was a hand raised in greeting; only now and then would a smile flit across a face.

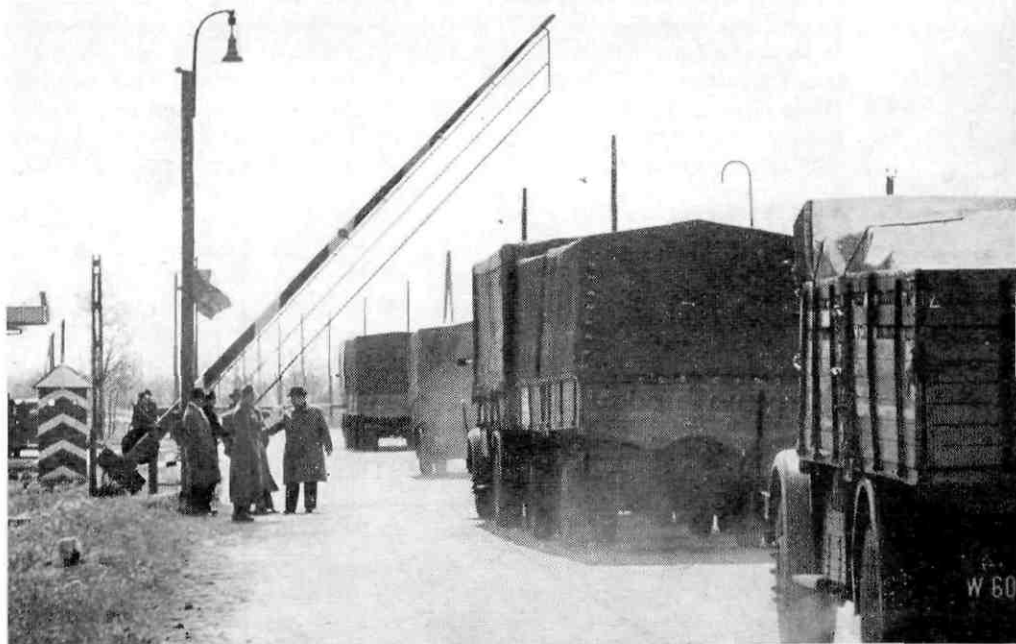
We passed barracks on our way, their walls topped with sandbags and Russian machine guns. Meant for whom?

Impressions on a journey such as this must be superficial yet one would not be far from the truth in assuming that those in Hungary work only from necessity. Joy and fun shun their faces. Only very seldom do they dare to speak

pest, a city by repute a jewel of high value, which had dazzled the visitor with its elegance and national pride. I was very disappointed.

In all the twenty-four hours I stayed there I saw no new houses being built; on the streets horse-drawn transport is very prominent; the trams are battered and rusty; the drab portals of the business premises are unkind on the eye; lighting is for the most part old-fashioned and obsolete; the damage still visible on the stations may well date back to 1945.

Looking at the people bustling by one



The convoy crosses the frontier into Hungary after some delay. Ten minutes later it was stopped and searched by troops from end to end to see if any propaganda material had been hidden away inside, a reception that was hardly very friendly

their thoughts openly.

A conversation with a Hungarian during a rest brought this home to us. He told us that the knew Milan well, had lived in Amalfi for a long time, had been to Brussels and often to Austria. He was dressed poorly, his shoes beyond repair, his coat torn and his shirt patched. And yet he explained to us immediately that Hungary at that time was a finer place than before, that the working people were at last free and contented. Was that really so? I could hardly believe it.

In Budapest

Late afternoon. We entered the capital of Hungary, the road in pot-holed and much like any other main road. This was the first time I had been to Buda-

noticed a uniformity in their dress, the dark green overcoat and military-style raincoat being most favoured, as was the peaked cap for headwear.

Just what has happened in the last twelve years? The answer is grim, and the future too. Over one of the Danube bridges, by the South Station, we came across some posters referring to the May Day festivities. They showed the revolutionary poet Petöfi and Hungary's national hero Laszlo Kossuth. The caption ran: 'Elyen majus '1' – 'Long live 1 May!' It struck me that the Hungarian revolution of 1848 had been put down by a Czarist General. How oddly history repeats itself.

We went on, into the former Ándrássy Utca, also once known as Stalin Street

and now as the Hungarian Youth Street. It was along here, in October last, that the Hungarian youth had marched to its protest meeting in Stalin Square; here they had fought; through here the Russian tanks had driven.

Past the Árpád statue, into Stalin Square where the 'unions' had their headquarters, and there we had lunch. It was here that the discussions on the distribution of the parcels took place, the ITF being represented by Josef Steiner of the Transport Workers' Union and myself. In all there were 15,000 parcels and about 5 tons of unpacked provisions to be shared out. 5,000 of the parcels were from the ITF, 5,000 from Swiss workers and 5,000 from the Austrian Federation of Trade Unions. The Hungarians at the discussions quickly accepted the proposed allocations with only minor amendments.

Visit to a hospital

When Antal Szabo, president of the Hungarian railwaymen's union, arrived I asked him to arrange for me to inspect the railwaymen's hospital, MAV. This he agreed to do and at about six in the evening we were on our way there.

The oppressive atmosphere of the place struck us from the moment we entered. The walls were shedding their plaster and the wainscoting its tiles. The hall was lit meagrely from the mid-

dle and the men seated on the wooden benches looked impoverished.

The hospital is meant exclusively for railwaymen who come there from all over the country. Its normal complement is of 760 beds, a total which at that time was far exceeded and the hospital greatly overcrowded. The ward made a far from congenial impression with the patients having to lie in bed in their underclothes – hospital clothing was as good as non-existent.

Serious cases lay on mattresses which were falling to bits, their stuffing long overdue for renewal. Not only was clothing for beds, patients and staff needed, but transport for food and a great amount of medical instruments and apparatus, from scalpels to all the installations for an operating theatre. The International Red Cross puts the cost of the necessary supplies at around £ 21,000.

The doctors and nurses carry out their duties with utter devotion to all the medical profession's ideals of service to humanity but their efforts founder on the inadequacy of their resources and much that could be done successfully must go undone. And added to those in the hospital are four to five thousand out-patients a day.

I had a talk with the director of social insurance, Racz Kalmann. He brought up the point whether it would not be

possible for Austrian and Hungarian trade unionists to take up personal as well as organizational contacts with one another. I pointed out that in the very constitution and objectives of the two movements there was real incompatibility. The Austrian movement was closely linked with the ICFTU and had as its aim the advancement of the worker within a democracy. The same could not be said of the unions in the Eastern bloc whose policies were dictated by the WFTU and represented above all the interests of the state. Their own power to take decisions was strictly restricted.

He conceded in our talk that great 'mistakes' had been made in Hungary between 1948 and 1950. They were now trying to draw the appropriate lessons from the events of 1956 and make the necessary adjustments.

Whether that could succeed after the way Kádár and his régime reacted to the events must be doubted. When I asked an official what had really been the motive for the October uprising he answered, 'It was an attempt to build a democratic state; unfortunately it failed.'

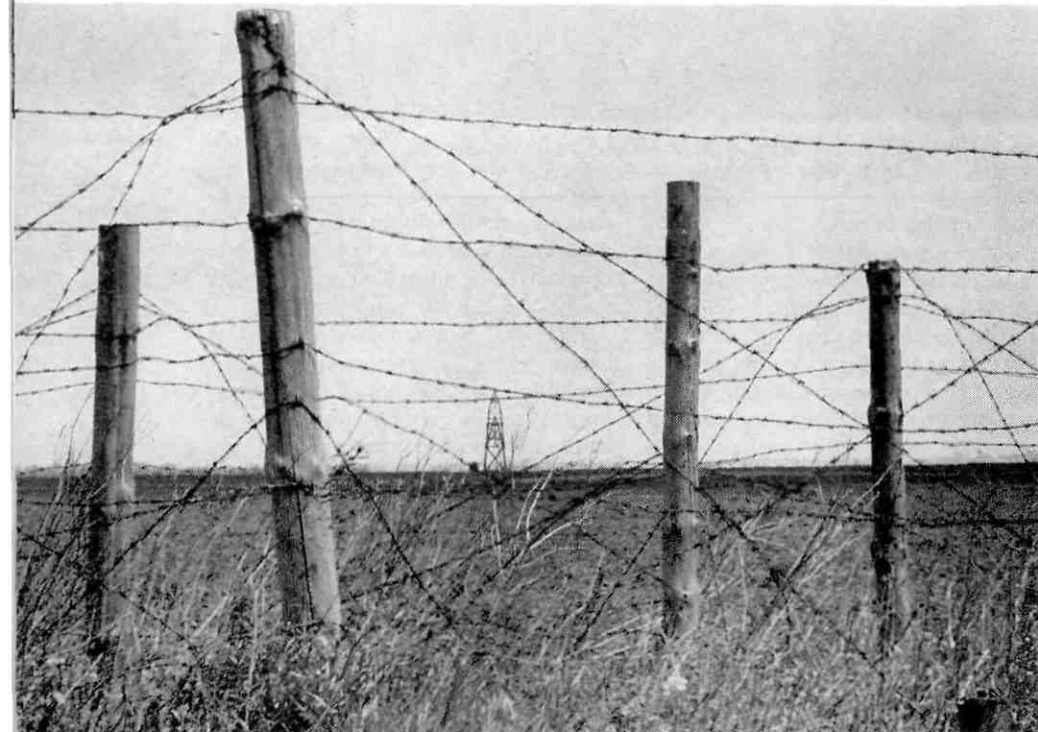
We were invited to have supper at the 'Grand Hotel Margareten' where we were also lodged for the night. The drivers stayed somewhere else. This hotel had once been one of the noblest houses in Budapest. Now, like all hotels, it was state-owned. All was not what it should have been. It was not that the staff were unfriendly or that the food was not well prepared. No, it was the look of the place which was disturbing. The electric-light fittings hung crookedly from the walls. Wet spots stained the walls and ceilings, possibly as a result of broken pipes. These things can always happen, of course, but a good house deserved some efforts to put them right.

Perhaps the mistake was to nationalize everything, from heavy industry to a hairdresser.

The parcels are shared out

The next day, Friday 10 May, we set out to distribute the gift parcels. 1,000 parcels were set aside for the railwaymen's union, for sharing out among pensioners and old union members. 1,300 were

The Iron Curtain. Miles of barbed wire set before a strip of land mined to the point that none but the foolhardy or the desperate dare step there. Behind the mines a watchtower points towards the sky





From left to right: Josef Steiner of the Austrian Transport Workers' Union, Ernst Ulbrich of the Austrian Railwaymen's Union (both representing the ITF), and Paul Koch of the Austrian Federation of Trade Unions chat together during a rest on the way

handed over to the West station and 1,200 to the East. The Budapest tramwaymen received 1,200, the busmen 500, the tram workshops 300, express workers 400, and one-hundred went to the workers in the horse-drawn transport concerns. The parcels for the railwaymen were delivered to various centres and from then on the distribution to the individual railwaymen was handled by the railwaymen's union. It was not possible to supervise the latter. There was no time.

As a truck was being unloaded at the West station an old man asked me where we were from and what we had brought. I told him. He replied that he too was a railwayman and hoped that he would get something. This set me thinking. Were the parcels to be shared out without any regard to the recipient's personal outlook or political opinion? Would the needy get what they needed? I never found the answer.

I fell into conversation with someone else who asked whether the truck was from Vienna. A vehicle with a foreign

number plate in Budapest is always a source of wonder to the inhabitants and the 'W' which marks out a vehicle from Vienna is well known. The man told me that he was a graduate and a technician, earning only 1,500 forints a month (at the official rate about £45 or US \$129). He had studied at Berlin and Vienna Universities.

A railwayman told me that those working in the tunnels suffered a lot from the effect of the fumes. The protective masks that they used didn't give the absolute protection needed if the men's lungs were not to be badly poisoned. He raised the point whether it wouldn't be possible to make a supply of gasmasks available to the railwaymen. Hearing things like that gives one an idea what working conditions are like in Hungary.

Soon afterwards I was asked to go to the station shop-steward committee's room. There I was received by the chairman of the committee. The secretary of the Communist Party district in which the station lay and Szabo, the president

of the railwaymen's union, were also there. The head doctor of the railways acted as interpreter.

In a toast, the chairman expressed thanks for the gifts and said that the action signified a bond of friendship between the trade unionists of Hungary and Austria.

I made it clear in my reply that the relief action was that of the ITF and that we, the Austrian trade unionists, had acted only as agents. Furthermore, I said that the whole world had paid homage to the heroism of the Hungarian people. Nothing was nearer the hearts of men the other side of the Iron Curtain than the desire to see the Hungarian people free once more to decide their own fate.

At the East station, where the rest of the parcels were unloaded, it was no longer possible to speak with anyone. Intentional? I can't say.

Szabo took me round the city. I noticed that a lot of the Second World War damage was still evident. I saw rubble in the streets and many clearings where houses had once stood. I also saw Buda-

The contents of the parcels: sardines, coffee, soup, cooking fat, tea, tinned milk, cocoa, sweets and so on. The parcels were labelled to the effect that they were a gift from the ITF's unions in the democratic countries to their Hungarian colleagues

pest's famous stadium, unique and still being extended. But were they not following the pattern of extravagance set by the Moscow underground? Were not millions of forints being spent here which could have been put to much better use in building up the country's industry?

Prices for consumer goods were still unstable and during our stay there was common talk of the Government having decided once more to raise prices generally by ten to fifteen per cent. It was also said that gifts from the West sent by the International Red Cross to Budapest for distribution to the people were being offered for sale. How far this was true, we were unable to establish.

One last conversational note. A woman told me that in November Hungarian Communist Party functionaries never dared to venture on the streets when it was dark until the time came when the Party's victory was assured. If that is the case it is understandable that the Communists should speak of their 'liberation' by the Russians rather than 'occupation'!

But are Kadar and his followers not dancing round a volcano? No one knows when the next eruption will be.

We left Budapest late in the afternoon. We were glad to be back in Austria.

(continued from page 183)

was in many respects a classic example of the traditional conflict between employer and employed.

Deakin, on the other hand, had had little direct experience of negotiation or industrial campaigning at national level when he took over. His rôle at the union's head office had been a relatively minor one; his functions had been almost exclusively of a subordinate character; he had never actually led a national strike; in short, he had had little opportunity of making a reputation for himself within the organization of which he so suddenly and unexpectedly became chief executive officer. Even the knowledge which he must undoubtedly have gained through his close contact



with Bevin during the preceding five years was of only limited use to him, for it applied to a completely different situation from that with which he himself was faced. There could be no question of his achieving quick prominence as a dynamic leader, for the overriding needs of the British nation at war imposed severe limitations on the freedom of action of both the TGWU and its new General Secretary. Even when the Nazis and their allies had been finally defeated, there still remained a long period during which Britain's economic difficulties necessitated trade union policies of a moderate and restrained character.

Despite these very obvious handicaps, however, and despite the great disparity in experience between himself and Ernest Bevin, there can be no doubt that Arthur Deakin made an equally important contribution both to the Transport and General Workers' Union and to the trade union movement as a whole. When he died in 1955, his name was as well-known throughout the world as that of Ernest Bevin, notwithstanding the fact that Deakin, unlike his predecessor, never held office outside the trade union and Labour movements.

That is perhaps not so surprising as it might appear at first sight, for in fact of course the two men had a great deal in common. Both were strong characters to whom the exercise of authority and the handling of men came easily. Both were blunt and down-to-earth in their approach to problems and in their relations with others; impatient of theorizing and of those incapable of making up their minds. Both possessed an intense loyalty to their organization and their members, as well as an ardent belief in the sanctity of agreements, once made,

which sometimes led them to adopt policies which may have been temporarily unpopular but which were dictated by conscience and a strong sense of the responsibility imposed by leadership.

For Arthur Deakin, as for Bevin, it was an insult to suggest that he was out of touch with his members. That charge was in fact levelled against him on a number of occasions—mainly by those outside the trade union movement and particularly by those who took their orders from the Communist Party. But, as Mr. Allen points out, it was largely a myth. Deakin's whole background and his feeling of oneness with his members was such that his responses to a given situation were more often than not theirs too, and on all important matters of policy they gave him their support and approved of his methods. Although Arthur Deakin became one of Britain's most powerful personalities, with an influence which extended far beyond the confines of the TGWU in both the trade union and political fields, he always remained close to his membership, thinking in their terms; speaking a language which they both understood and appreciated. Even when differences did arise between him and his members they were thrashed out frankly in the open, and the public exchanges which resulted were characterized on the members' side by an acceptance of the fact that Arthur Deakin was one of themselves. As Mr. Allen puts it: 'Arthur Deakin was regarded as an equal by his members; free to be abused and to abuse; to be praised and to praise... Rarely did he or his members resort to sneers, sarcasm, or subterfuge in their dealings with each other.' That does not seem such a bad epitaph for a working class leader.

International Transport Workers' Federation

President: H. JAHN

General Secretary: O. BECU

7 industrial sections catering for

RAILWAYMEN
ROAD TRANSPORT WORKERS
INLAND WATERWAY WORKERS
PORT WORKERS
SEAFARERS
FISHERMEN
CIVIL AVIATION STAFF

- Founded in London in 1896
- Reconstituted at Amsterdam in 1919
- Headquarters in London since the outbreak of the Second World War
- 174 affiliated organizations in 58 countries
- Total membership: 6,500,000

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 economic, 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 • Australia • Austria • Belgium
Brazil • British Guiana • British Honduras
Canada • Chile • Colombia • Cuba • Denmark
Ecuador • Egypt • Estonia (Exile) • Finland
France • Germany • Ghana
Great Britain • Greece • Grenada
Hong Kong • Iceland • India • Indonesia
Israel • Italy • Jamaica • Japan • Kenya
Luxembourg • Malaya • Mauritius • Mexico
The Netherlands • New Zealand • Nigeria
Norway • Nyasaland • Pakistan
Panama • Paraguay • Philippines
Poland (Exile) • Republic of Ireland • Rhodesia
St. Lucia • South Africa • South Korea
Spain (Illegal Underground Movement)
Sweden • Switzerland • Tanganyika
Trinidad • Tunisia • Uganda • Uruguay
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