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Head Office: Maritime House, Old Town, Clapham, London SW4
Telephone: Macaulay 5501-2
Telegraphic Address: INTRANSFE

Branch Offices: ASIAN OFFICE - 143 Orchard Road, Singapore 9

TOKYO OFFICE - Kokutetsu Rodo Kaikan, 1, 2 - chome,
Marunouchi, Chiyoda-Ku, Tokyo

AFRICA - 85, Simpson Street (P.M.B. 1038),
Ebute Metta, Nigeria

LATIN AMERICA - Apartado 1250,
Lima, Peru

Comment

Liberty gone, justice blinded

THE INTERNATIONAL COMMISSION OF JURISTS, a non-governmental body of jurists from 75 countries, last month issued a statement on the South African government's General Law Amendment Act, passed on 2 May 1963.

Of several new offences which have been created by the new Act, one which carries the death penalty applies to anyone resident in South Africa after the passing of the Act who has undergone training outside the Republic or who has obtained information which could further 'communism' - a term which is applied to anything opposed to government policy, particularly with regard to apartheid. The burden of proving 'beyond reasonable doubt' that information was obtained innocently is thrown upon the accused.


Any police officer can arrest anyone whom he suspects of having committed a political offence or of having information about such an offence. Persons thus arrested can be detained *incommunicado* for 90 days for interrogation and this period can be extended indefinitely. (The nature of police interrogation methods is anybody's guess.)

Anyone sentenced for a political offence can be held in prison indefinitely, even after serving his sentence in full. Post office officials are empowered to confiscate letters, parcels and telegrams if they suspect that the mail is concerned with any offence. The inviolability of private correspondence has completely disappeared. The retroactive provisions of the Act mean that a person can be charged under the Suppression of Communism Act for offences relating to unlawful organizations even if they were not unlawful at the time.

The International Commission of Jurists conclude: 'South Africa is now more than ever a police state. In its law and procedures it is copying many of the worst features of the Communist Stalinist regime. Liberty has gone. Justice is blinded and maimed... in that unfortunate country.'

Planning the misery out of automation

By D. S. TENNANT,
General Secretary of the
British Merchant Navy and
Airline Officers' Association

 AUTOMATION IS REALLY GOING TO BE a second Industrial Revolution, and it will be one of the main problems mankind will have to face during this 20th century. If we are to escape the misery and appalling social consequences of the first Industrial Revolution, in the latter part of the 18th century and early 19th century, when hand labour was replaced by power machinery without any study, planning or control of developments, then it is high time we got down to a detailed study of automation, which is largely the control of power machinery by electronic devices instead of human hands.

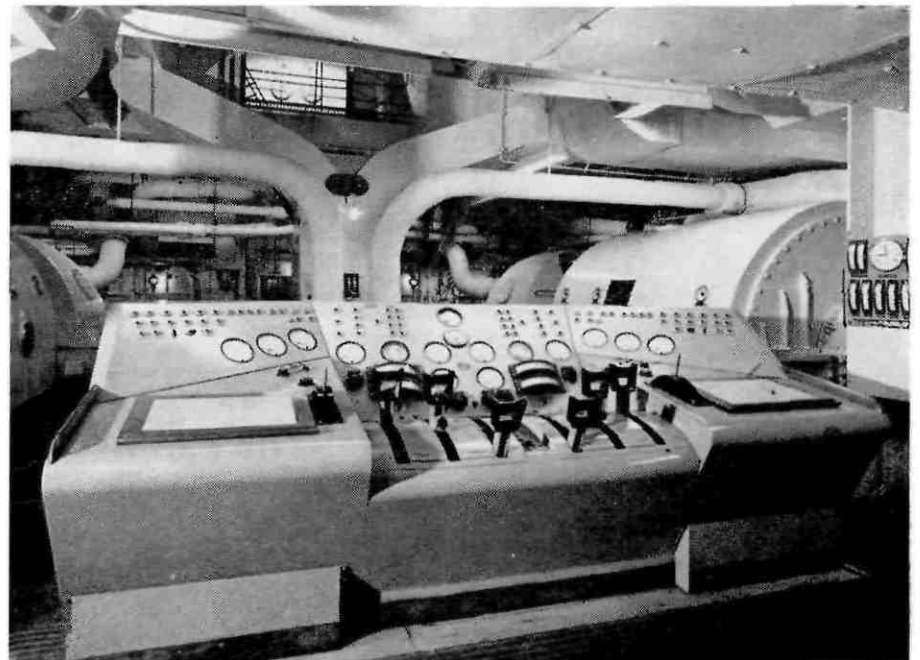
Shipping is also undergoing significant technological changes and it is clear that automation will be gradually introduced in the years immediately ahead. We must get to know something definite about what is involved, who will be affected and become redundant, and when. Only when we know these things can we plan ahead to avoid painful and dangerous industrial and social problems. Such things will affect systems of recruitment and training for the Merchant Navy. It would be most wasteful as well as cruel to recruit and train men only to throw them on to a human scrap heap some years later because there were too many hands for a particular job, or because they lacked the training to do what was required.

We do know that fewer men will undoubtedly be required in ships of the future and that they will have to handle complex electronic equipment. This means men with a different training and higher qualifications, which will mean higher salaries. Shipowners who may

dream of higher profits by cutting crew numbers would do well to bear the latter point in mind. The seafarers foresaw these developments and on their initiative the last Joint Maritime Commission adopted a resolution calling on the ILO to undertake a comprehensive study of the social effects of technological changes in the shipping industry, to publish the information collected on the subject and to consider what further action might be taken by the ILO. Particularly we emphasized the need for seafarers to share in the benefits by higher wages and shorter hours.

When all these matters are studied, the men whose lives may be critically affected by impending changes must be fully consulted through their organisations at all stages. Bringing them in at the final stages merely to dot the 'i' and cross the 't' of what back-room boffins and a few leading employers may have arranged in private simply will not do. Human and social factors must be taken into account equally with the mechanic-

The control console in the main engine room of the P & O liner CANBERRA. This article by Brother D. Tennant suggests some ways of protecting seafarers from too rapid automation



This article originally appeared in the Annual Review of the Journal of Commerce & Shipping Telegraph, with whose permission we reproduce it.

However, we are not fearful of the future – far from it. It may well be that fewer men will be required on ships of the future but trade is expected to expand. The Rochdale Committee estimates that Britain's foreign trade may have doubled by 1980 or even before. Provided we keep abreast of developments, the future should be bright.

Any serious cutting down of time in port at home or abroad would make seafaring less attractive as compared with shore employment and there would have to be some compensation for it, otherwise the drift from the sea might be more than could be replaced by automation. Use of pallets and containers may perhaps turn some dry cargo ships round as quickly as tankers, but opinion seems to be at the moment that this is more advantageous for ships on short voyages, which spend a greater percentage of their time in port than ships on longer voyages. Cost of pallets and containers has to be taken into account – and the fact that they have to be brought back empty.

Suggestions for an equivalent degree of automation in the catering department have included such things as prepacked, pre-cooked meals and a cafeteria system in passenger ships, which would cut down the number of stewards and enable fares to be reduced. Such fare reductions would perhaps tempt more people to travel by sea, bringing more trade to the passenger liner companies, but there may be limits to how far people may be prepared to go in for automated eating. Mr. Charles Forte, one of London's leading caterers, recently said that self service restaurants had had it in a big way, and he announced a scheme for opening a number of special steak houses, which presumably means more service and better cooking. A writer of a recent newspaper article complained that on a visit to America (the mecca of powdered this and dried that) he had not had a meal that he could really taste.


While it is of the utmost importance that we should get down to a study of automation, technically and socially, as soon as possible, there is no need for ships' officers to panic about losing jobs – even when they hear that automated ships cutting the crew number by seven are already at sea. There is still a shortage of certificated officers – particularly engineer officers. Ratings may feel more of the impact of automation than officers. Firemen, for instance, suffered far more in the changeover from coal to

oil and steam to motor than engineer officers for whom it was mainly a matter of learning about and running a different kind of equipment.

Seafarers through the ages have obviously possessed the ability to adapt themselves to many startling changes – from oars to sail and from sail to steam and motor – and they will undoubtedly be fully capable of facing up to automation, nuclear power and whatever else the future holds. The Merchant Navy and Airline Officers' Association has been keeping a close watch on all these new developments and is endeavouring to keep its members as well-informed as possible through its publications – 'The Merchant Navy Journal' and the 'Ships' Telegraph'.

While the MNAOA does not intend to attempt anything so futile as to stand in the way of the march of progress, it certainly intends to do everything to ensure that seafarers are not penalized by new developments, and that they get their fair share of any benefits flowing from them. The association is therefore ready and aeger to participate in a serious study of these problems as soon as possible. So the Government and the rest of the shipping industry we say – 'Let's get on with it'.

Pipeline to be built across England

 PLANS HAVE BEEN PREPARED to build a 262 mile pipeline across England from the Thames estuary just east of London to Ellesmere Port on the north west coast near Liverpool. The proposed pipeline is to be routed for most of its length along railways and canals, and a profit sharing agreement has already been reached between Trunk Pipelines Ltd., the firm sponsoring the scheme, and the British Railways and Waterways authorities.

The plan is however subject to approval by the Minister of Power, who has (at the time of writing) an application from another pipeline company under consideration. This latter plan is for a 317 mile pipeline which would be routed independently of existing lines of communication. British Railways and British Waterways have the power either to build pipelines themselves or to agree with others for their operation and under the Trunk Pipelines plan the established transport undertakings would participate

(Continued on page 140)



Dedication of new ICFTU headquarters

Some four hundred guests attended the dedication earlier this year of the new headquarters building of the International Confederation of Free Trade Unions in Brussels. Seen here from left are Douglas MacArthur, US Ambassador to Belgium; Pieter de Vries, ITF General Secretary; Omer Becu, ICFTU General Secretary; Graham N. McKelvey, US labour attaché in Brussels; and Mrs. Becu

Working on the railroad

*Centenary of the
Brotherhood of Locomotive Engineers*

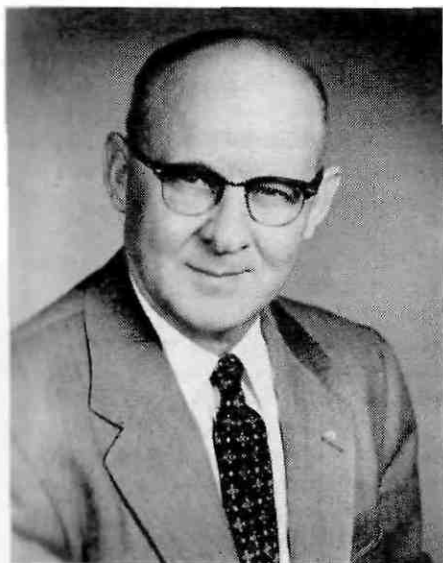


This photograph marks the historical moment in 1869 when the Union Pacific and the Central Pacific railways were joined at Promotory, Utah, thus completing the first trans-continental railway line. Railroading in the early days was dangerous, underpaid and dirty



IT IS NO EXAGGERATION TO SAY that the history of the American Brotherhood of Locomotive Engineers is part of the history of the North American continent itself. The great pioneers of the early railroads confirmed the trade routes to the West and South opened up by the wagon trains and the men who ran those trains have a deserved place in continent's list of heroes. The following accounts by BLE members give a good picture of life on the railroads around the turn of the century: 'Railroading packed a lot of adventure fifty years ago, risks too. Many roads were laid on top of the ground with little, if any, ballast. Usually the speed limit was whatever the engineer and conductor considered safe; anything went — as long as the engine stayed right side up. With no block signals, no ballast and oil or acetylene gas headlights (or sometimes no headlight at all), near misses were a dime a dozen'.

Brother Roy E. Davidson, since 1960 Grand Chief Engineer of the Brotherhood of Locomotive Engineers, which celebrated the centenary of its foundation this year



'A steam engine had its own personality. It was temperamental; an engineer had to handle it right or it just wouldn't do the job it was capable of. It was a challenge to a hogger. I never cared for diesels — overgrown streetcars I call 'em.'

'In 1893, when I started, engines were hand-fired and had shallow fireboxes and low, back-breaking firedoors. The coal we burned made more clinkers than ash, more soot than steam. Boilers leaked, valves wheezed, pumps squealed. To keep those early hogs running a fellow had to be blacksmith, boiler-maker, machinist and magician.'

'As fireman on the Canadian Pacific in 1893, I cleaned the cab and windows, wiped the jacket, painted the smoke box, polished the bell and filled the lubricator and rod cups. From the oil house (100 yards away) I toted all the oil needed for the next trip — two gallons of oil for the engine, one gallon of coal oil for the

headlight and one quart for signal lamps; one quart of valve oil for lubricator and rod cups and a half-pound of waste. I didn't get time off to these extra chores — I had to do them on the days I was firing.'

'I established my date as a fireman on the New York Central in April 1903. I had to clean everything on the engine above the running board, polish the brass and copper piping, fill the headlight and all signal lights with oil, and hoe out the ash pan. To do the ash pan stint one had to crawl under the engine and I was responsible for my own safety. There was none of that 'safety-first' program then. All of these chores came under the day's pay. Pay rate was \$1.60 a day for 10 hours, straight time for overtime. There were no specified hours. I was on many trips that took two or three days and worked night and day before I could get any rest. Often between trips I had time

only to get home, have a hot meal, pack a food pail and get back to the engine house. We had no relief from this kind of pressure until the 16-hour law went into effect.'

'On February 13, 1899, I was on a through freight and we had a time order with a passenger train at Social Circle, Georgia. It was to wait on a siding until our freight passed through. There was a snowstorm that night and desperately cold. I wasn't dressed for such weather, so I stayed close to the firebox. Then our train stalled between Ruthledge and Social Circle and I had to go out to flag. When I stepped out into the cold from that intense heat, I got a terrible shock and suffered frostbite that nearly killed me. My ears were blistered all over and my fingers burst open. Luckily someone found a doctor. He worked on me for about four hours; saved my hands and maybe my life as well.'

'I still get the shakes when I think of the time I was snowbound 10 miles west of Oakley, Kansas. It was in 1918 and I was stalled in a snow bank on the main line. Five engines and a snowplow were almost buried under snow. We were stuck there for nine days.'

'On the Cincinnati, Hamilton & Dayton (1904) a fireman's pay went into effect when he started his run and before he could start his run he had to get the engine ready and board the train at the depot or freight yard. Although it took him about an hour and a half to ready the engine and considerable time (depending on the weather) to walk to the

starting point which was about a mile from the round-house, until he actually started his run he was just "Featherbedding". Engines were assigned and the brass tried to get the crew to make the same mileage as the engine. We were on duty around the clock; still on duty when we were off. It usually took from 25 to 30 hours to cover our division, 131 miles, clearing the time on the many passenger and second-class trains. Overtime started after 12 hours. We could be, and were, held away from our home terminal as long as a week at a time, making turnaround on the north end of the division.'

'I had some near misses and some that didn't miss. One time we went around a curve I saw a sycamore tree lying across the tracks, and I went out the window. When I jumped I had a derby hat on my head; when I came to I had it around my neck. My head had gone clean through the crown and I was wearing the brim like a dog-collar.'

One hundred years ago, on 8 May 1863, a group of locomotive engineers met in Detroit and formed the 'Division of the Footboard.' This association became Division I of the Brotherhood of Locomotive Engineers which held its first convention the following year, electing William D. Robinson as the first Grand Chief Engineer. This title of the chief executive officer, and the name of the union itself, have remained unchanged throughout 100 years of often turbulent struggle for the rights of engine drivers in the United States and Canada.

An earlier organization of engineers had been formed in 1855 called the National Protection Association of the Brotherhood of Locomotive Engineers of the United States. This body, however, was concerned primarily with protecting the professional standards of locomotive engineers and preventing untrained men from diluting the ranks of highly skilled railway employees. The Brotherhood of Locomotive Engineers which superseded this body had much wider purposes, as was demonstrated in 1866 when the convention set up a Fund for compensating widows and orphans of members, and authorized the publication of a monthly journal, which today has wide circulation both inside and outside the railway industry.

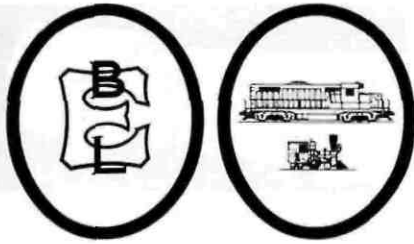
In 1869, the year when the first trans-continental railway was completed, the BLE signed its first written agreement, with the Central Railroad of New Jersey. Seven years later came an agreement with the New York Central covering pay and all working conditions. Engineers were to be paid 3½ cents per mile, or a maximum of \$3.50 per day. This was a great advance on the pay conditions prevailing on most railroads, but it was not until 1907 that anything was done about the intolerably long hours which most footplate men had to work. The Hours of Service Act limited the working hours of operating employees to 16 a day, to be followed by eight hours' rest. Until that time, it was not uncommon for engineers and firemen to be in charge of their locomotives for up to sixty hours at a stretch, with no rest period and frequently no opportunity for taking proper meals. The railway workers' lament:

*'I've been working on the railroad
All the livelong day'*

was in those years no more than a plain statement of fact.

In 1888 the BLE was involved in a long and bitter dispute, which erupted into strike action, over seniority rights. By the time this dispute was settled, the union had paid out more than one million dollars in strike pay and assistance to members who were not re-employed after the strike. Ten years later an Act was passed by Congress which established the first arbitration machinery for railway workers and laid down the principle of non-victimization for union membership or activity.





BROTHERHOOD OF LOCOMOTIVE ENGINEERS

CENTENNIAL
1863 1963

One of the most shameful features of the early days of the American railways was the very high accident rate. Excessive hours, naturally, were one of the main contributory factors, but even more important was the sorry state of the equipment which the workers were supposed to operate. Fierce competition between the railway companies and reluctance to spend money meant that engines were driven into the ground and in many cases engineers and firemen themselves had to carry out makeshift repairs *en route*. Boilers would burst and brakes would fail, and there was considerable danger to crew and passengers alike. An attempt was made to do something about this alarming state of affairs in 1911 with the introduction of the Locomotive Inspection Act.

During the latter part of the First World War the United States government took over operation of the railways as an essential part of the war effort, and it was as a result of this that standardized wages and working conditions were introduced throughout the industry. From this time forward negotiations between the railway unions and the companies were conducted to an increasing extent on a nation-wide instead of an individual company basis, with the result that the numerous railway unions became ever more closely associated. During the inter-war period further steps were taken to regulate bargaining procedures on a national basis, with the Railway Labor Act of 1926 and the amendments to it in 1934 setting up the National Railroad Adjustment Board and the National Mediation Board.

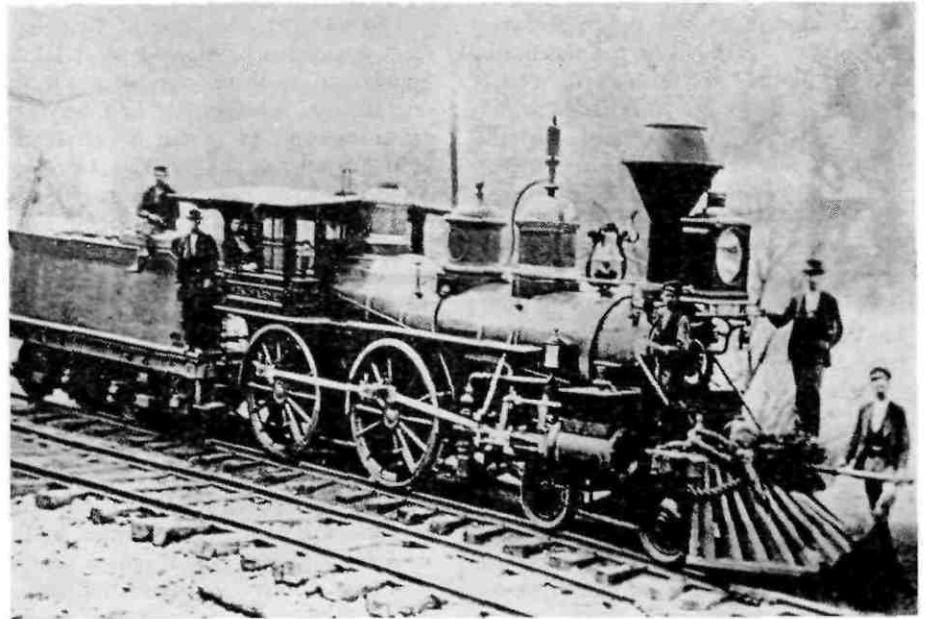
After the Second World War the railway unions of the United States, as in other countries, became increasingly pre-occupied with the problems of contracting employment in the industry. The first agreement providing for severance pay in the case of mergers had been negotiated by the unions in 1936, but when the com-

panies launched their infamous 'feather-bedding' campaign in 1959 the struggle to prevent wholesale sackings and to provide really adequate protection for employees made redundant by mergers and closures was intensified and is still in progress even now. The Brotherhood of Locomotive Engineers has been in the forefront of this fight by the operating railway unions, and in the great tradition

of its early pioneers is unceasingly vigilant in seeking to protect the interests both of its members and of the public as a whole.

Railways may have to be adapted to meet changing transport needs, but the men who are responsible for keeping the trains running will continue for many years to play a vital part in the economic and social life of the United States.

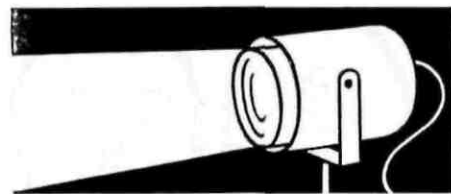
This locomotive, the 'Westward Ho', was in use on the Virginia Central Railroad about a hundred years ago. It was aptly named, for the railroads confirmed the work of the pioneers in opening up routes to the west coast of America, making the continent's history



These dormitory cars were used to house and sleep the men who worked to build America's railways in the 1880s. The engineers who manned the trains in the early days of rail-roading have an honoured place in America's history and are still vital to her economy




Spotlight on Economic Integration



The worker goes abroad

(Reprinted from the OECD Observer, January 1963)

 IN THE FOURTEEN YEARS since the OEEC countries began laying the foundations of the European Recovery Programme, there has been a spectacular change in the labour market. Western Europe in 1948 was threatened with a substantial labour surplus not only as a result of the war, but because of other factors as well: an influx of refugees from the East; and a resurgence of the old structural problems that had long plagued Southern Europe. One of the first tasks of the OEEC was to find an outlet for the surplus population, either in Europe or abroad.

Today the situation is radically different. The problem for the majority of West European nations is one of labour shortage, a shortage so severe in some cases as to hamper economic growth. The labour-short countries have not only been trying to draw more of their citizens (married women, for instance) into the labour force but have also been turning to those parts of Europe where labour is still available to satisfy their manpower needs.

Sicilian workers employed by the German Federal Railways 'signify in the usual manner' their desire to stay on in Germany. The OECD has found that restrictions on immigrant labour are being lifted in Europe



Figures submitted to the OECD make it possible to estimate at some 2,000,000 the number of Western European working in a Western European country other than their own.

This number may not at first sight seem impressive compared to the total population of these countries, but the migrants are concentrated in a very few countries, and for these countries the influx is substantial. In West Germany alone, for instance, there were 705,000 foreign workers in the summer of 1962; in Switzerland, there were 645,000 representing approximately a quarter of the total labour force.

For the most part these flows of labour are not permanent migrations like those of the 19th century to lands across the sea. They are, on the whole, temporary and linked to the short-run economic needs of the receiving countries.

This is reflected by the fact that most governments grant work permits to the immigrants for periods of only a year at a time or even less: a substantial part of the movement is seasonal in character. (One-third of the immigrant workers are so reported in the case of Switzerland, for example).

Despite the temporary character of the bulk of these movements, the short-term immigrant is in some cases given the opportunity to establish himself permanently, step by step. First he may be given the chance to change employer or occupation, then to bring his family into the country; the family may then be permitted to work; and finally the entire family group may be given the right of establishment or even naturalisation.

Manpower movements between countries can benefit not only the individual workers and employers concerned but also their communities. For the importing country there is the obvious advantage of getting suitable workers at the right place and right time. Foreign workers are often more 'mobile' than nationals of the importing country because the differential in wages and working conditions is

greater. For the exporting country, the temporary emigration of labour may contribute to alleviating the burden of unemployment or under-employment. Moreover, the money sent home by nationals working abroad can improve the balance of payments. Finally the skills acquired by workers who have been abroad and then come home again represent a long-term investment for their country of origin.

Although a significant number of workers emigrate on their own initiative, there has grown up in recent years a network of bilateral agreements in Europe, the aim of which is to facilitate labour movements and to adapt the supply of foreign labour to the demand in importing countries.

These agreements typically provide for exchanging of information on manpower needs and availability; they outline travel agreements, set conditions as to wages, working conditions and eligibility, and set forth certain rights for the worker, e.g. that he shall be allowed to send home his savings, and that he shall be allowed to maintain his social security rights.


Certain agreements give the importing country a direct role in the recruitment and selection of the migrants. Germany, for instance, has recruitment missions in Italy, Spain and Greece. France also has such missions abroad.

Whether labour migrations fall within the scope of such agreements or take place spontaneously on an individual basis, they are, as a general rule, strictly controlled. Any worker wishing to take up work in another country must get a work permit or some equivalent which ensures that a job is waiting for him in the receiving country. If he should enter a country as a tourist in the hopes of staying on to work, he is by no means certain of getting the necessary permit; though some countries may in the case of workers in labour-short occupations (domestic service, for instance) feel inclined to legalise his status.

Even though work permits are the rule, there are coming to be more and more exceptions as European countries join together to form common labour markets. Ever since 1954 Scandinavians have been able to work in each others' countries without a permit. More recently the Benelux countries have concluded a similar arrangement. Another common labour market may emerge in Europe when the 'free circulation' visualised in the Treaty of Rome becomes reality for the countries of the European Economic Community.

OEEC, and recently OECD have since 1954 directed their efforts towards liberalising the procedures for granting renewal of work permits. According to a decision taken in that year by the Council of the OEEC, the responsible authorities in Member countries are required to issue work permits to foreigners whenever it proves impossible to find domestic workers for the vacancy within a certain prescribed period of time (normally a month).

ECAFE proposes Asian common market


 THE NINETEENTH CONFERENCE of the United Nations Economic Commission for Asia and the Far East (ECAFE), held in Manila in March this year, decided to call a meeting in November of ministers of ECAFE countries with a view to organizing economic cooperation between Asian countries and to create an Asian Common market. Other resolutions were adopted, as follows:

1. To create at Bangkok an Asian economic development institute to be inaugurated on 1 January 1964.
2. To request the UN Economic and Social Council to raise from three to five the number of ECAFE member states represented on the preparatory committee of the 1964 UN conference on trade and development.
3. To set up a group of experts to organize a cooperative movement in the ECAFE countries.
4. To request continued technical assistance, particularly from the UN, to ECAFE countries.
5. To recommend to the Economic and Social Council the inclusion of Australia, New Zealand and the western Samoa islands in the ECAFE zone.

The conference also agreed to send study

groups to examine the possibility of building a trans-Asian highway from Istanbul to Saigon and Singapore.

Shipowner sees our point

 THERE IS AN OVERWHELMING need for a co-ordinated transport policy. The interests of road, rail, docks, coastwise shipping and canals must be looked at in the overall pattern of a well integrated transport system, working for the common good. As an international business British shipping would benefit greatly where backed by a fast and efficient internal transport arrangement which smooths and quickens the passage of the goods and materials to and from the ship.

(Sir Nicholas Cayzer, Chairman of the British & Commonwealth Shipping Comp.)

Reducing delays at London Airport


 LONDON AIRPORT is installing electronic brain and closed circuit

television with the intention of reducing delays at the check-in desks.

The television system enables the employee at the check-in desk to give immediate and precise information about flights, such as delays, weather conditions at the other end and whether meals are served in flight.

The electronic brain tells him exactly how many seats are still available on anything up to ten flights. Both these systems are linked with the central control room, which had previously supplied information by telephone, causing delays of anything up to three minutes for each passenger.

Port development in Britain

 A NATIONAL PORT COUNCIL is to be set up in Britain to work out and supervise an overall development plan for the country's ports. But as legislation will be necessary before the Council's functions can be properly de-

(Continued on page 140)




Welfare fund money for USS

This photograph shows Brother Joseph Curran (left), President of the National Maritime Union of America, presenting a cheque for \$16,000 from the ITF Seafarers' Welfare Fund to Vice Admiral Roy A. Gano, USN, President of the United Seamen's Service. The money will go to provide health, welfare and recreational services for American merchant seamen in thirty-three world ports through 17 units of the United Seamen's Service operating throughout the world

Wealth from the waters

(This article is published by courtesy of the Canadian Imperial Bank of Commerce)

 CANADA IS A COUNTRY which stretches from the Atlantic to the Pacific and across this vast expanse of land is a myriad of inland lakes and rivers. It is not unnatural, therefore, that many Canadians should have turned to the sea and inland waters for a livelihood. Indeed, along Canada's 19,000 miles of coastline, particularly the North Atlantic, there are many families which depend almost entirely upon the sea.

Canada's fisheries are among the most important in the world. The Fraser River in British Columbia is probably the greatest single salmon river, while off the Atlantic coast, between Newfoundland and Nova Scotia, lie the largest known fishing banks. Canada ranks seventh in volume among fish producing nations, preceded by Japan, the United States, Norway, the United Kingdom, China, and the Soviet Union. Among fish exporting nations, Canada is surpassed only by Norway and Japan.

Fishing in Canada is an industry of innumerable ramifications directly supporting some 80,000 fishermen and their families as well as indirectly supporting the thousands of men and women employed in processing plants, the trans-

porting and marketing enterprises, and many other auxiliary industries. The total annual catch of approximately two billion pounds is valued at about \$200 million. Assets of the primary industry, including gear, equipment and shore establishments, exceed \$100 million, while the investment per man varies from about \$15,000 in the modern deep-sea dragger industry down to a few hundred dollars for a simple inshore operation.

In earlier days, before intensive agriculture was practised, the nation's fisheries were relatively more important than they are today in that more people depended upon fish for their livelihood and fish accounted for a larger proportion of the food supply. As other industries

The sword-fishing fleet lying at anchor in the harbour of Glace Bay, Nova Scotia, is a delight to both the photographer and the artist. Many of both go to the fishing village to capture its unusual beauty. Families in this area depend almost entirely on the sea to live





Crates of processed fish in the dispatch room of National Sea Products in Halifax, Nova Scotia. Canada ranks seventh in volume among fish producing nations and third among those which send more fish to other countries than they consume at home



Cod fishermen, living in some forty villages around the Gaspé Peninsula which projects into the Gulf of Saint Lawrence, make a large contribution to their country's prosperity. This photo shows a fisherman cutting herring with which to bait cod lines



Cod is caught in the inshore waters and on the deep-sea banks off Canada's Atlantic coast, and a large proportion of the catch is salted and dried for marketing. This power press in Lunenburg, Nova Scotia, packs 500 lbs of cod into barrels

developed, men tended to turn their backs on the sea and earn their living elsewhere. Nevertheless, fishing continues to hold its own in absolute terms and, although the annual overall productive value of the fishing industry is not high in comparison with some industries, it is of vital economic importance to the Atlantic Provinces and of significance to British Columbia.

The Atlantic Provinces are relatively more dependent upon fishing than British Columbia. Fishing is almost a way of life in many small towns and villages scattered around the Atlantic coast. Moreover, fishing is the traditional occupation and independent small-scale operations are quite typical. Around St. John's, Newfoundland, small family businesses have been the rule for years, although large industries are beginning to move in. And Portugal Cove on Conception Bay, Newfoundland, is still the placid fishing settlement it was many generations ago: quiet and picturesque, it seems almost untouched by modern civilization.

The combined catch landed in the Atlantic Provinces and Quebec usually constitutes about three-quarters of the Canadian total, while its value accounts for about one-half of the total. Thirty commercial species of fish and shellfish are caught off the region's coastline. The most abundant catches are cod, herring and haddock, while those of lobster, cod

and herring are the most valuable. Mackerel and alewives support a pickling industry which is of considerable importance to the local economy. Shellfish are taken in many parts of the Maritimes, oysters and clams being the principal types. Prince Edward Island is an important producer of cultivated oysters.

The majority of fishermen in the Atlantic region, as well as in Quebec, are employed in the inshore fishing industry, as opposed to the offshore or Grand Banks fishing. The inshore area includes the Bay of Fundy and the Gulf of St. Lawrence, as well as the numerous coves and inlets dotting the coastal region. Oddly enough, however, the most important inshore fishery on the east coast in terms of value is based on a marine animal that bears no resemblance to a fish, namely the American Lobster. Canada's lobster fishery is exclusively a small boat operation.

The inshore and cod fishery is the most important in terms of quantity landed and employs the greatest number of fishermen. Cod are among the species of fish classed as groundfish because they live near the sea bottom. To some extent the fishery is a family effort, particularly in Newfoundland, where men catch the fish and women and children help with the cleaning, salting and drying. In Lunenburg, Nova Scotia, there is a firm in the salt fish business, over a century and a half old,

which is still owned and operated by a direct male descendant of the original founders.

Atlantic herring are among the most abundant of the species which swim nearer the surface than groundfish and can be found in the open sea or near the tidal mouth of large rivers. Caught in weirs, gillnets and purse-seines, a large proportion of the catch is canned or cured for food. In New Brunswick the leading fishing industry is that of sardine canning. This province produces almost the entire Canadian pack of canned sardines which is the name given to the young herring used for this purpose. Large quantities are also used in the reduction industry and for bait.

The Atlantic salmon is one of the best known and one of the most prized of all fish. When the New World was first settled, Atlantic salmon were common as far inland as Lake Ontario and were known to spawn in the headwaters of the Don River not far from what is now Toronto. Nowadays, however, the fish are found only in a few streams flowing into the Atlantic. The building of dams, the spilling of waste into rivers for easy disposal, and reckless deforestation which has left streams warm or dry, have all contributed to the decline in the Atlantic salmon industry. It is interesting to note, however, that the Atlantic salmon catch has recently shown signs of revival. It is sold mainly in

fresh form and, an an epicurean delight, has been demanded by gourmets all over the world. Thus, the famous Restigouche salmon has given international recognition to the Restigouche River in New Brunswick.

From the standpoint of supply, the bank fishery is less precarious than the inshore fishery. Despite intensive fishing over the centuries, the Grand Banks off Newfoundland and Nova Scotia continue to offer large quantities of cod as well as smaller amounts of haddock, pollock, halibut, hake, redfish and several varieties of flat fish. Although far outnumbered by the international fleet, Canada's fishing vessels are still among the most active on the banks. Schooners and ottertrawlers from Portugal mingle with similar ships from France, Italy and Spain, but all are dwarfed by the giant factory ships of the United Kingdom and the USSR. In recent years Icelandic and West German trawlers, as well as long-liners from Norway and the Faroe Islands, have frequented the grounds. Although two-thirds of the Grand Bank's cod catch is landed in Newfoundland, less than a half of Newfoundland's receipts from fishing is at present derived from the banks.

Fishing, important for more than four

centuries, continues to be a major source of income in Labrador. Cod, together with some herring and salmon, are taken off the coast by year-round residents known locally as 'livyers', by Newfoundland fishermen called 'stationers' who fish the coast during the summer months, and by 'floaters' who move from cove to cove in schooners. The Labrador fishing industry faces strong competition from other areas. Considerable attention is being given to new methods of processing fish so that the local industry can compete successfully.

The second principal fishing area in Canada is off the west coast. While Newfoundland and British Columbia vie for supremacy as to the quantity of fish landed, British Columbia leads all provinces in the annual marketed value of fish products. This is due mainly to valuable catches of sockeye and pink salmon, while chum, coho and spring salmon also make notable contributions. The importance of salmon to the British Columbia fishing industry is evident when one looks at the statistics. The total landed value of the Pacific take was \$38 million during 1961, of which salmon accounted for \$25 million. Even in 1960, which was a good year in salmon cycles, the total catch of all fish was \$30 million.



Nets must be kept in perfect condition to hold the weight of large — sometimes as much as 500 tons in one catch. This net cost \$6,000 and is approx. 1,600 feet long

Atlantic and Pacific salmon are both born in fresh water, spend part of their lives in the sea and then return to spawn in fresh water. Most of the Fraser River sockeyes return at the age of four years. However, some sockeye do not return until they are five years old, pinks always spawn as two-year-olds, coho are usually three years old, most chums are three or four years old, and spring salmon vary from three to six years of age at spawning time. The diverse life cycles of the various tribes and runs of Pacific salmon lead to marked variations in the total west coast catch. Also interesting is the fact that salmon begin their lives by making their way to the sea and end it after battling their way back to the stream in which they were spawned. When the young fish are ready to migrate to the sea, the movement is positive and usually en masse. The reasons for the mass movement are not understood but it is known that excessively high temperatures prevent migration and exceptionally small fish delay migrating. It was recently discovered that the silvery coating on a migrant's scales is an essential protection to change from fresh to salt water. The salmon fight their way downstream against man and nature and many do not survive to reach the relative freedom of the Pacific Ocean. Then, at another time known only to the salmon, they begin their long journey back up the rivers of their place of birth. Here they spawn, thus starting another cycle. The return journey of salmon, swimming

On Canada's west coast huge herring catches go to the canning factories. The unusual operation shown in the picture takes place when catch is too heavy for a single boat to handle — the herring fleet works as a team, using its joint strength to carry the load



against the current to ultimate death and becoming exhausted as they battle rapids, climb man-made fish ladders and attempt to escape lures and nets, is a dramatic sight.

Whereas salmon fishing in the Atlantic region is on a restricted scale due to the small size of the catches, it is a highly concentrated and commercialized industry in British Columbia. Power-driven fleets equipped with power-operated winches have replaced older and less efficient methods of capture. Netfishing is practised in the protected waters along British Columbia's deeply indented shoreline and at the estuaries of rivers, and the fish are immediately shipped to local canneries for processing. Troll fishing for the fresh market takes place off the west coast of Vancouver Island. Instead of fishermen carrying their catch to market or the processing plant, a sea-borne transportation system employs collecting boats and packers to handle a large part of the catch.

Americans and Canadians share in the halibut fishery off the Pacific coast and, by joint agreement, the catch is controlled by a system of quotas and fishing seasons in various areas. Caught by the long-line method, much of the halibut stock is frozen and sold in the United States. The herring catch off our west coast habitually outranks in volume the combined catches of all other species in the area and it supports an important oil and fish meal industry. Other fish caught commercially off the Pacific coast include sole, greyfish, ling cod, and sablefish. Among the shellfish species, shrimps and crabs compete for supremacy, while clams and oysters are also to be found.

In previous years, tuna was of little importance in the west coast fishing industry. Two boats returned during August of last year, however, from the tuna grounds off California and Mexico with a significantly large frozen catch aboard and delivered it to a local processing plant in prime condition. This could be the beginning of a Canadian tuna fish and processing industry.

The numerous rivers and lakes scattered across Canada constitute the most extensive inland system of fresh water in the world and they account for more than one-half of all the world's fresh water. For most Canadians these waters are mainly a holiday retreat and any fishing undertaken is purely for sport. But for approximately 18,500 others, the freshwater lakes and rivers are as much a commercial fishing territory as are

British Columbia's great midsummer salmon run provides employment for many thousands of workers. With net and troll-line, the world's largest salmon fleet furnishes a 24-hour supply to west coast canneries such as this one where Indian girls are packing tins of salmon



A net-load of fish is pulled alongside a Nova Scotia trawler. A big net like this can cost anything up to \$4,000 (£1,365) and needs constant attention to keep it in good condition



the oceans for the saltwater fishermen. The bulk of the catch comes from the Great Lakes (notably Lakes Erie and Huron), Lake Winnipeg in Manitoba, and the Great Slave Lake in the North West Territories, but the catches from Lake Winnipegosis, Lake Athabaska, and Lesser Slave Lake are also important. Another 600 smaller lakes are fished commercially.

Ontario leads in the production of freshwater fish – a prize catch for any fisherman on Lake Erie is the famous blue pickerel – and is followed by Manitoba and Saskatchewan. The annual catch of about \$15 million makes a worthwhile contribution to Canadian fisheries as a whole, one-half of the production coming from the Great Lakes, one quarter from Manitoba, and the balance from the remaining provinces.

Practically all of the summer catch is made with gill-nets and trap-nets which the fishermen work from vessels of varying shapes and sizes. In Manitoba, freshwater fishing yields a greater catch in winter than in summer. An ingenious device called a 'jigger' has been invented to enable fishermen to hang a gill-net under the ice. Whitefish and pickerel, in approximately equal proportions, together comprise about one-half of Canada's freshwater catch. Perch is next in both quantity and value. The remainder of the catch consists of sturgeon, lake trout, pike, and small quantities of various species, ranging from the aristocratic goldeye to the glittering smelt and the lowly chub.

Although fishing in Canada's vast northland is mainly undertaken by the native population for food, prospects

for commercial fisheries are encouraging. Great Slave Lake yields almost all of the commercial inland catch and the whitefish and lake trout fishing is the largest of its kind in the world. A relatively minor fishery for Arctic char has recently been launched in order to help spur the development of the northland.

Commercial fishing on the west coast got underway in the closing decades of the nineteenth century and from the beginning was in a position to adopt up-to-date methods. Despite its long history, however, the Maritime fishing industry has not been standing still while other industries take advantage of the benefits of modernization. It is true that east coast fishermen in the past were largely concerned with the development and broadening of markets, and fishing operations remained practically unchanged from one generation to the next. But about the beginning of the present century far-reaching changes began to take place.

Gasoline engines came into use during the first decade of this century in the small-boat sector of the primary industry with the result that the traditional and picturesque Newfoundland schooner has given way to fleets of fast, efficient, diesel-powered trawlers. Draggers sometimes referred to as ottertrawlers, were introduced into Atlantic waters in 1908. This innovation was opposed since it seemed to offer a threat to employment and restrictions were placed on dragging operations. These restrictions have now been relaxed and today many diesel-powered, deep-sea draggers are in use.

The next significant developments affected methods of preserving and processing fish. The development of transportation and refrigeration facilities occurred in response to the growth of large urban centres which provided new outlets for fresh and frozen fish products. Meanwhile, filleting and quick-freezing, which originated in New England, have enabled the fish products' industry to take its place among modern food industries. Filleting is particularly economical because it diminishes transportation costs and permits the utilization of formerly wasted material as by-products. Quick-freezing has permitted greater standardization of quality and allowed for the extension of markets. Technological advances have continually given rise to new products and processes. Examples include fishsticks, which are at present very popular, and the artific-

Hardy Nova Scotia fishermen take time out from arduous sea tasks to repair their fishing nets at Indian Harbour, a fishing village near Halifax, on Canada's rugged Atlantic coast



al dryers used extensively on the east coast for processing cod.

Early advances were made in the mechanization of both the primary and secondary fishing operations on the Pacific coast. Echo sounders are used to detect schools of fish and radios enable fishermen to notify each other when a school is particularly large. Shortly after the turn of the century a machine for heading and gutting fish was introduced into canning plants. Later, amalgamations among companies and the development of large corporate enterprises facilitated the raising of capital necessary for the modern fleets operating out of British Columbia ports. Moreover, the fishermen and those employed in processing plants have tended to congregate, mainly in the vicinity of Vancouver and Prince Rupert.

Newer techniques of fishing have also been introduced. Perhaps the simplest and most familiar method of catching fish is a line and hook baited to lure the fish. For many years commercial fishermen have been using a multiple-hook line commonly known as a long-line but sometimes referred to as a setline or trawl. The long-line consists of strong rope made up in lengths of 300 feet into which are spliced 'gangens' of lighter line. Attached to these are the baited hooks. In the Atlantic operations these long stretches of weighted line-and-hooks are laid out manually from dories or flat-bottomed skiffs over the seabottom and supported by buoys. This is an age-old method of capturing cod, halibut and haddock in the Maritimes and Newfoundland. In contrast, fishing for halibut in Pacific waters is a fully mechanized operation. Several lengths of ground-line are joined together making a link of baited hooks sometimes stretching as far as eight miles. Motor-propelled vessels navigate over the grounds and the lines are put over the stern and hauled in with powerful winches.

Like the sports fisherman, the commercial fisherman also finds trolling a useful method of catching fish. Small power vessels, with two- or three-men crews, can trail as many as eighteen spoons, a bright revolving S-shaped piece of metal, behind them. The spoons are attached to trailing lines which, in turn, are joined to a number of long poles extending out from the sides of the boat.

Another method employing the use of bait is used in the lobster fishery around the coasts of the Maritime provinces and the Gulf of St. Lawrence. 'Pots' made of



Canada's 19,000 miles of coastline provide fishing grounds for 80,000 commercial fishermen and their families. Salmon, here being hoisted aboard a British Columbia trawler, provide employment for over 23,000 and supply 20 large canneries working all the year

wooden laths and twine mesh are weighted, usually with flat stones, and their location is marked with buoys. Dropped from open boats, the pots are set single or in a line.

Since fish are not always in the mood to chase some enticing object, a fishing industry which depended primarily on trolling or longlines would be limited as to the quantity of fish it could catch. By far the largest number of fish are therefore caught with nets of one kind or another. Despite the fact that fish have eyes and can see quite well, millions blunder each year into the gill-net. Upon trying to back out, their gills get caught and they are left until 'husked out' by fishermen. The size of the mesh depends on the kind of fish it is designed to catch, but it must be large enough to permit the young ones to escape. Gill-nets are most useful in catching surface-swimming fish, such as salmon, herring, mackerel, white fish, lake trout, and smelt.

In the Cumberland Basin at the head of the Bay of Fundy, gill-nets are rigged high on poles firmly set in the ground between high and low tide marks. Shad are caught in the nets when the tide is in. Then when the water line recedes, fishermen go out in horse-drawn wagons

and climb up on ladders to reach the fish.

In British Columbia, nets are set across inlets and mouths of rivers into which salmon are travelling to spawn. Small power boats are used, the gill-net being paid out over a mechanically operated wooden drum in the stern. Held by buoys, the nets are left to drift until such time as the fishermen feel it will be lucrative to haul them aboard. In the freshwater fisheries, where the gill-net is popular, the mechanical gear used for hauling in the nets has been highly developed, particularly in the case of the Great Lake fishing industry.

Perhaps the most productive method of catching fish, but also one of the most costly ones, is the use of a net or seine in such a way as to sweep the fish into a large pocket or bag. One variation of such a net is the purse-seine, used extensively for catching fish like the Pacific salmon which travel in schools. The seine may be much longer than a city block and is rigged with cirks to keep it afloat and lead sinkers to keep it vertical.

A skiff is launched to take one end of the seine and eventually the parent craft runs out the whole net, thereby joining up with the skiff to bring the ends of the

net together. With the school of fish now surrounded, the bottom of the net is closed by power winches and the mesh is hauled aboard until the fish can be 'scooped' out with a power-operated dip-net and transferred to the hold.

Another modification of this type of net is used in otter-trawling. This method consists in dragging a huge-bag-like net over the ocean floor. The net is cone-shaped, its mouth held open by two wooden wings about the size of barn doors. The apex of the cone, the 'cod-end', is constructed of heavy, wire cable strung with hardwood rollers to ease the friction. This is an excellent method for catching such salt-water fish as cod, haddock, flounders and other bottom-feeding species.

The first fishing crews sent out from Europe brought with them the methods of capturing and preserving fish which were current in their old countries. Long before Canada was settled by the white man, Europeans had discovered curing, a combination of salting and drying, and had found that rancidity could be controlled by excluding fish from contact with air. 'Tight-coopering', by which fish were packed in barrels that would retain brine but exclude air, was developed in Europe about 500 years ago. This was the forerunner of modern methods of canning. Gradually more modern and efficient methods of processing were invented. Today, fish are marketed in four major forms - fresh, frozen, cured, and canned. Of the numerous sub-forms, the fishstick industry is becoming increasingly important.

All four Atlantic Provinces are actively engaged in the fish processing industry, the industry being primarily centered on the east coast. The Atlantic Provinces accounted in 1960 for 63 per cent and 74 per cent respectively of total Canadian production and employment in this industry.

For almost every species of fish there is a different form of processing. It is estimated that slightly more than one-half of the lobster catch is marketed in the shell, about one-third as fresh and frozen meat, and less than one-sixteenth as canned lobster. About one-third of the Atlantic cod landings are processed into fresh and frozen fillets and blocks. Some cod are sold in dress form for conversion into steaks. The waste from filleting is used in the production of fish meal for poultry and animal feed. About 92 per cent of the haddock landed is filleted.

The canned salmon of British Columbia is also a very important product of the fish processing industry. Early canneries were located close to the fishing processing grounds because of the difficulty of shipping catches and many of these canneries supported isolated communities scattered along the coast. However, the small local cannery has tended to disappear. The clinical nature of catches was a problem since cannery capacity was over-taxed at the peak of local runs and fish were wasted, while in slow periods labour and machinery were idle. Today, fast boats carrying ice can ship salmon over long distances to the canneries in good condition and the salmon can be kept in cold storage until the canning floor is ready for them. Many of the smaller canneries have either amalgamated with or given way to modern integrated canneries located in large centres of population where labour, which can be kept over long periods, is readily available. An idea of the changes taking place in the industry's structure may be gleaned from the fact that the number of salmon canneries operating in British Columbia reached a maximum of ninety in 1917, whereas in 1960 there were only about sixty fish processing establishments in British Columbia and not all of these were salmon canneries. In recent years the annual pack has always exceeded one million cases; last year the pack totalled 1.4 million (48-pound) cases. In 1926, 1928, 1930 and again in 1941, the annual pack was more than two million cases.

The freshwater catch is also marketed in a variety of forms. The highly regarded 'Winnipeg Gold-eye' - which, incidentally, is now found mainly in lakes within Ontario and Alberta - is usually smoked, while others are frozen in blocks and eventually bottled as speciality fish products. Other species are sold in fresh, filleted, or dressed form.

Employment in the fish processing industry varies from year to year but the average number of jobs is close on 15,000. Concentration of the industry and mechanization of its operations are tending to reduce labour requirements. It is expected that this trend will continue unless the industry expands under the stimulus of an increased demand for fish and fish products.

Fishing depends on exports. Only about one-third of the fish landed is consumed domestically. The United States import almost three-quarters of

the fish products exported from Canada but the Caribbean area is also an important outlet, taking more than ten per cent of Canada's fish exports in 1961. The bulk of the remainder is sold in the United Kingdom and Western Europe and it is interesting to note that exports of fish to the European Common Market countries have increased about 10 per cent since the formation of the Common Market in 1958, due primarily to a rise in exports to France.

The relative contribution of Canada's fisheries to the nation's economy has declined during the present century but fishing remains an important natural resource industry. It is clearly an industry in transition and the Government has shown a willingness to ease its burden in adapting to changing circumstances. Federal help in the form of aid in the construction of modern fishing craft, price-support legislation to remove the threat of sharply reduced incomes during gluts, and the extension of unemployment insurance to fishermen during off-seasons, have been helpful but the most significant development in recent years has been an awareness of the need for self-help. The search for improved fishing techniques, better methods of processing and shipment, and new markets is continuing. The hardy independence bred in Canada's fishermen by exposure to the elements and by the many vicissitudes of their livelihood is being put to good use.




A polite request to passengers by a Dutch bus driver: 'Don't shoot, we're doing our best', on behalf of all those passenger transport workers who worked hard to keep the services running in extremely difficult conditions last winter.

News from the Regions




Swedes to run training school for Tunisian fishermen

 A TRAINING SCHOOL for Tunisian fishermen is to be started in autumn 1964 as a combined venture between the Tunisian government and the Swedish Committee for International Assistance.

Delegates of the Committee who visited Tunisia in order to examine the need for training in this field have said that it would not be realistic to expect any revolutionary improvement in the present day Tunisian fishing industry. The best assistance could be given by taking on young pupils for training.

A two year course would be available for pupils of ages up to 17 or 18 years. The Tunisian government has agreed to undertake the construction of the school and the Swedish side will supply five or six instructors, some of whom will be responsible for the technical side of the training.

Anti-union laws in South Africa; ICFTU complaints


 THE ILO GOVERNING BODY, at its meeting in Geneva from 6 to 8 March, considered a number of complaints brought against various governments for their violation of trade union rights. The governments concerned were those of Thailand, Japan, Spain, Ghana, South Africa and the British Government in respect of Aden.

Measures restricting trade union freedom in South Africa were condemned by the International Labour Organization as early as 1955, after complaints had been made by the International Confederation of Free Trade Unions. The South African government nevertheless has done nothing to ease the burden of legislation which so seriously hampers the activities of an important part of the country's trade union movement. The ICFTU therefore made a further complaint to the ILO on 11 September 1962 concerning the South African violation of the elementary principle of freedom of association.

The government has in fact enacted further legislation, since the ILO's first intervention, strengthening the existing anti-trade union legislation. The General Law Amendment Act, passed recently by the South African parliament, apart from amending existing laws, defines and prohibits sabotage, which has become a criminal offence subject to the same penalties as treason. This part of the Act, which as far as trade union activity is concerned applies only to non-registered – in other words mainly African – unions, renders any worker not belonging to a registered union who goes on strike liable to be tried for sabotage.

The ICFTU's latest complaint to the ILO concludes that 'the anti-sabotage act has gravely impaired what still existed of freedom of association in the Republic of South Africa. It has strengthened the system of police and judicial terror designed to suppress opposition to the authorities and reinforces the existing apartheid policy'.

Trade union strength in Tunisia

 A REPORT BY A SWEDISH trade unionist, Birger Viklund, who attended the conference of the Tunisian General Union of Labour (UGTT) on behalf of the Swedish national centre LO, reveals that the trade union movement in Tunisia is strong and vigorous. At the present time the UGTT has about 200,000 members, who pay 1 per cent of their wages as trade union contributions. The seasonal nature of employment, particularly in agriculture, means that membership fluctuates considerably in some industries, but the public sector – postal, telephone and telegraph service, schools, etc. – provides the necessary stability. It is no exaggeration to say that the percentage of organized workers in Tunisia is higher than on the continent of Europe.

The largest problem for the trade unions is unemployment, which the UGTT reckons at 400,000. The Planning Minister, former UGTT president Ahmed Ben Salah, has worked out a ten-year

plan by which he hopes to raise the per capita income from the present 45 dinars (about £38 6s. or \$107.25) to 100 dinars (about £93 7s. or \$261.4) by 1971. The UGTT has, however, criticized those parts of the plan which deal with the labour force. At the recent Congress it was stated that far too much emphasis was laid on heavy industry and so-called infrastructural investments. More should be done, the UGTT considered, in the way of investing in consumer industries like textiles and food products, for the benefit of the workers.

The plan covers both public and private and cooperative efforts. The UGTT is in favour of consumer cooperation and has itself started a cooperative production enterprise. So far 4,000 workers earn a living in the UGTT cooperative, which was established in 1959 and which has already entered many fields: fisheries, transport, clothing, food distribution, a tourist hotel outside Tunis (Hamilcar), an engineering workshop, a printing firm and housing. It also plans to start a cooperative bank. This cooperative activity has made a heavy claim on the UGTT's resources, and it has been compelled to abandon its propaganda work, among other things. For instance, they need their own weekly newspaper, but cannot yet afford the expense.

The UGTT agreed to a wage freeze in 1955 as its contribution to the national effort. The government's contribution was a price freeze, but the Congress noted that most private shops are not observing the price regulations. The government should undertake a new price inquiry, the Congress declared, and with that as a basis the UGTT would begin negotiations on a wage revision.

A contributory factor to the rise in prices was trade union activity at factory level, leading to 'wages drift' in several private firms. Minimum wages for an agricultural worker or building worker

(Continued on page 140)

A visit to a Swiss ship



THANKS TO THE KIND AGREEMENT of the Suisse-Atlantique shipping company, the Swiss Union of Transport and Commercial Workers (VHTL), an affiliate of the ITF, was able for the first time to organise a union meeting aboard the M/S 'Bregaglia' in the port of Amsterdam earlier this year. This fulfilled an aim which had long been cherished both by officers of the union and by the crew of this vessel, the largest in the Swiss merchant fleet. Almost all of the crew were able to attend the meeting.

Contrary to the expectations of some, who feared that the grievances against the company and the officers in command would figure prominently in the discussions, the crew were exclusively interested in questions of future collective agreement policy and better contacts between the crews of Swiss ships and the union executive. The posing of these problems enabled the VHTL officer, representing the union executive at the meeting on board the 'Bregaglia', to answer questions raised and to take note of wishes expressed.

It was hardly surprising that the question of wages was in the forefront of the discussions and that appreciable improvements were expected from the negotiations for the next collective agreement. The fact was raised – although the problems has not so far arisen aboard Swiss vessels – that present wages prevent a Swiss seaman from marrying, because he would be unable to keep a family in Switzerland on his pay. In the same con-

nection it was suggested that a special allowance should be granted for periods spent in North American ports, where prices are considerably higher than elsewhere.

An extension of leave was urged, by reason of the fact that the men are often away from home for very long periods, and also because a few days are inevitably lost each time in the travelling. Reimbursement of travelling expenses after twelve months' service was proposed in addition.

The 18,000 grt 'Bregaglia', the largest unit in the Swiss merchant fleet, is used for the shipment of cereal and luminous commodities. It can carry from 10 to 15 passengers who are housed in first class cabins.

The enormous hold, in which suction apparatus is constantly at work while the vessel is in port taking on or unloading the powdery cargo, can be closed hydraulically and made completely air- and watertight. When, as sometimes happens,

The opportunity to organize an official union meeting aboard the M/S 'Bregaglia' had been long sought after by both the crew and the officers of the Swiss Union of Transport and Commercial Workers (VHTL) responsible for maritime workers' affairs. This aim was finally realised earlier this year. Practically all of the crew were able to attend





Life at sea, where a man is tied to his place of work twenty four hours a day whether he is on duty or not, poses problems of its own. Leisure possibilities on board are severely restricted. But in compensation for this, living conditions aboard the 'Bregaglia' have been made pleasant and comfortable. Cabins are provided with every comfort, including hot and cold running water



The kitchen of the 'Bregaglia' reminds one of a modern hotel kitchen. The bakery attached to it provides the crew with fresh bread every day — the age of hard ship's biscuits is over once and for all for the men of the 'Bregaglia'. The food is prepared in spotless conditions and with up to date cooking equipment which improves the lot of galley staff and customers alike



The obvious pleasure which the crew took in entertaining a representative of their union on board their ship was shown in the form of a gift to the secretariat. This consisted of a model of the 'Bregaglia' made by two of the crew, and which now occupies a place of honour at the union's HQ as a symbol of the unity which the crew feel with their fellow trade unionists

the hold is empty during a voyage, the crew have a ready made football pitch.

Switzerland, a landlocked country with no maritime traditions, is a newcomer to merchant shipping. The crew of the 'Bregaglia', the major part of whom are Swiss, are nonetheless good seafarers and can compete with their foreign comrades at any time. The fact however that the average length of service for the men aboard the 'Bregaglia' is only three years reminds us that these seafarers come from a country with no traditions of service at sea.

Life at sea, where a man is attached to his place of work twenty-four hours a day whether he is on duty or not, raises problems of its own. Seafarers learn to cope whilst on board and they do not want for amusement or pretty girls when in port, but leisure possibilities on the ship are restricted. The limit of the seaman's leisure life is the place where he can no longer put one foot before the other: the deck rail.

Aboard the 'Bregaglia' living conditions for the crew have been made pleasant and comfortable. The officers have rooms to themselves, the men live two to a cabin. It is no exaggeration to use the word 'live', because these spacious rooms are provided with every form of comfort, including hot and cold running water and air conditioning.

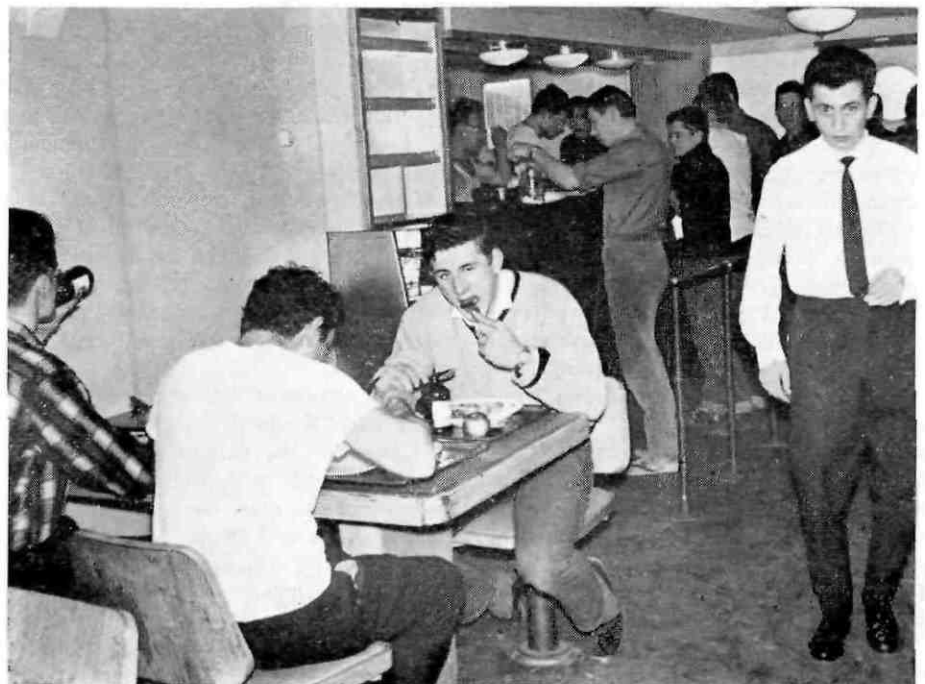
The kitchen reminds one of a modern hotel kitchen. The bakery attached to it provides the crew with fresh bread every day — the age of hard ship's biscuits is over once and for all. The quality of the food and cooking are evidenced by the crew's satisfaction and praise. And this means something, for a seaman is

not in the habit of wasting words.

The first official visit aboard a Swiss vessel of a VHTL officer was an agreeable and instructive experience for both sides. The obvious pleasure which the crew took in entertaining a representative of their union on board their ship was shown in the form of a gift to the secretariat. This consisted of a model of the 'Bregaglia', made by two of the crew, and which now occupies a place of honour at the union's headquarters.

Armed with the proposals and demands which had been made at the meeting, to which the men had devoted thought and preparation, the union officer left ready to undertake the preparatory work for the forthcoming contract negotiations. Along with the material for his collective bargaining work he took away an excellent impression of the mature and responsible trade union spirit which was present among the crew.

Mealtimes are always welcomed by hungry seamen. Shortly they will be able to choose between more than one alternative on the menu. The quality of the food and cooking are evidenced by the crew's obvious satisfaction and the praise they have expressed. And this means something for a seaman is not in the habit of wasting words on free compliments





The proposals and demands raised at the meeting on board were constructive, and considerable thought had been given to their formulation. When the representative of our Swiss affiliate left to get on with the preparatory work for the contract negotiations, he took with him an excellent impression of the mature and responsible negotiations, he which was present among the crew

This first trade union meeting aboard the 'Bregaglia' was an instructive one for all concerned, but one of the chief lessons learned was that such meetings should be more frequent and organised on a more regular basis.

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amount to about 5s. 4d. (75 cents) a day, while a miner can earn as much as £1 (\$2.8) a day and a compositor at the UGTT's own printing works earns about as much as his western European counterpart.

The trade union movement is also very active on the political level. Tunisia has a sort of one-party system, 'Neo Destour' which at present functions more or less as a permanent coalition government. The UGTT has about thirty of the 120 parliamentary seats. Other groups which are represented are industrialists and the strong commercial interests together with youth and women's organizations.

The UGTT has a strong democratic tradition. The pioneers, Muhammed Ali (who died in 1926), Ferhat Haschéd (killed by the French in 1953) and Ahmed Tlili, have been or are active social democrats. Muhammed Ali brought the social democratic idea to Tunisia from the Weimar Republic of Germany, whilst the others grew up within the French CGT. They realized sooner than the French the communists' intentions within the CGT and it was as much in opposition to French communism as to French colonialism that the UGTT was formed in 1946.

Tlili's and the UGTT's attempt to transform Neo Destour from within in-

to a social democratic party cannot be said to have been successful, however, and if the UGTT in the future does not get a better hearing for its social and economic ideas, or if Bourguiba tries to limit its freedom, the UGTT will be compelled to set up a social democratic party.

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fining, an advisory panel which will probably form the nucleus of the new body is to be set up immediately.

The Ports Council has been projected on a recommendation of the Rochdale Committee, appointing during 1961 to inquire into the British port situation. Most of the Committee's recommendations have been accepted. Among measures suggested in its report were the concentration of development in certain of the major ports, a higher level of investment and more research. The ports should in the opinion of the Committee be regarded as commercial undertakings and should be made to pay their way. Government assistance should only be given if some essential scheme was likely to be blocked through lack of investment. It is the small ports however which are least likely to receive government aid according to one commentator.

British ports, in the view of Rochdale Committee, should be grouped on an estuarial basis, with an independent trust authority incorporating all ports in a given area. Ports in the Bristol Channel and on the Clyde, for example, should be amalgamated or closed. The government has not yet come to any firm conclusion about this part of the report, but one of the functions of the new Council will be the grouping of ports by geographical areas, wherever this would make for greater efficiency. Its other tasks will include the control and regulation of port charges, the standardisation of statistics, the co-ordination of research, advising on port organization and management and the recruitment and training of non-industrial staff.


The government has rejected one of the principal Rochdale recommendations. This was that the national body should be an Authority with statutory powers, having more control over major development schemes than the proposed council, which will operate only in an advisory capacity.

The ultimate authority to approve or reject major development schemes will remain the Minister of Transport.



Scene in the Bristol Channel. Under the proposed scheme for rationalizing port operations in Britain, ports would be grouped in geographical areas for administrative purposes, with an independent trust authority incorporating all ports in a given area (British Waterways photo)

Stevedoring in Brazil

 THE WAGES AND CONDITIONS of Brazilian stevedores are every bit as good as if not better, in some cases, than those enjoyed by their fellows in other countries. They are paid either by production or on day wage rates. In addition to his basic pay the Brazilian stevedore receives other bonuses and advantages which correspond to the performance of special duties. In addition to extra payments received for overtime and work at night and on Sundays and holidays, he also gets certain bonuses which vary according to the cargo he is handling. These include 35 per cent for difficult cargoes, 50 per cent for spoilt cargoes, 100 per cent for refrigerated cargoes, 35 per cent for cargoes which give off dust or evil odours and 300 per cent for cargoes of explosives.

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in the construction and operation of the pipeline. If the second scheme were approved, on the other hand, operation would remain in the hands of the oil companies alone.

Free trade unionism in the Caribbean

By OSMOND DYCE
Secretary-treasurer of the
Caribbean Congress of Labour.



WHEN WE, as trade unionists, speak of the 'Caribbean Zone' we are referring to an area which embraces the English speaking territories of Antigua, Barbados, Bermuda, the Bahamas, Dominica, Grenada, St. Kitts, Santa Lucía, San Vicente, Jamaica and the Turcos and Caicos Islands, the Cayaman Islands, Trinidad and Tobago, British Honduras and British Guiana; the Dutch speaking territories of Aruba, Curaçao and Surinam; and the French islands of Guadeloupe and Martinique. There are other countries in the area, such as Cuba, Haiti, the Dominican Republic and Puerto Rico, but we have not been so actively connected with the trade union movements of these countries.

Political diversity

The Caribbean Zone is thus an amalgam of many languages and cultures. In politics too there are considerable differences. Eight islands – Antigua, St. Kitts, Barbados, Santa Lucía, San Vicente, Grenada, Dominica and Montserrat – are proposing to form a political and economic federation to take the place of the abandoned West Indian Federation. Jamaica and Trinidad recently achieved independence. Curaçao, Aruba and Surinam form part of the Dutch Empire. Martinique and Guadeloupe are treated

as overseas departments of metropolitan France; while British Honduras, British Guiana and the Bahamas are pressing for their independence or for more advanced forms of government.

In spite of this great diversity in its political composition it may be said that the Zone is politically stable. There are the usual internal tensions, more acute in some places than in others. The popular condemnation of colonialism is unanimous and, at times, in places like Jamaica and British Guiana, anti-colonial feeling, which has developed over specific grievances, has exploded into

Wages and conditions of employment could improve a lot more. Nevertheless the material gains have been great. The moral gains have been even greater however. Workers are now conscious of their strength and rights and demand justice and respect from their employers. Their unions have been widely recognised as legitimate bargaining agents and as worthy instruments for helping to shape their countries' economic social and political future





Winniek Alexander Wilson, of the Curaçao Union of Stevedores and Port Service Personnel, addresses the 2nd ITF Latin American Transport Workers Conference in Lima, 1961. Brother Wilson, in spite of his English name, comes from a Dutch speaking island with a Portuguese name. This is characteristic of the great racial, cultural and linguistic diversity in the Caribbean

popular violence, but without having any drastic effect on government stability. The system of political parties is well established throughout the Zone, and generally speaking labour governments are in power. In Grenada, Antigua, St. Kitts, Montserrat, Santa Lucía, San Vicente and Surinam the ruling parties are directly linked with the trade union movement. Many ministerial heads are also trade union leaders, so that the labour organisations of these countries are free of anti-trade union legislation. Elsewhere in the Caribbean the governments are also well disposed towards the labour movement. For the present, at least, the unions are free to work for the aspiration of their members without undue political interference. Doubtless in a few more years all these territories will have attained their independence under duly elected governments. Communist elements are to be found in some of these countries but, with the exception of British Guiana, they have not made any visible impact on the people.

The trade union movement

In spite of diversity in the political structure, the labor movement of the area has always had a fundamental sense of unity. Moreover Caribbean trade unionists have always given practical expression to this idea. During the past twenty five years repeated attempts have been made to co-ordinate the work of the different unions in the area. These efforts culminated in 1945 in the formation of the Caribbean Labour Congress. But this organisation broke up after four years, mainly because it was not a pure trade union body: it had been formed as a

fusion of trade unions and political parties. In 1952 the Caribbean unions agreed to form an organisation linked with the new International Confederation of Free Trade Unions (ICFTU). And so CADORIT (the Caribbean Division of ORIT, regional organisation for the western hemisphere) was born. During the next eight years CADORIT was to witness a considerable increase in the proportions and influence of the trade union movement in the Zone. Finally in 1960 the time ripened for the Caribbean movement to repeat in more favourable circumstances the experiment of 1945, and on 15 September the new Caribbean Congress of Labour (ORIT) was formed. Profiting by the lessons learned from past mistakes the CCL adopted rules and objectives which had an essentially trade union character. Thus the principal task which it has set itself is 'to promote the welfare and the interest of all affiliated organisations in order to achieve in the Caribbean Zone the full organisation of all workers.'

The economic background

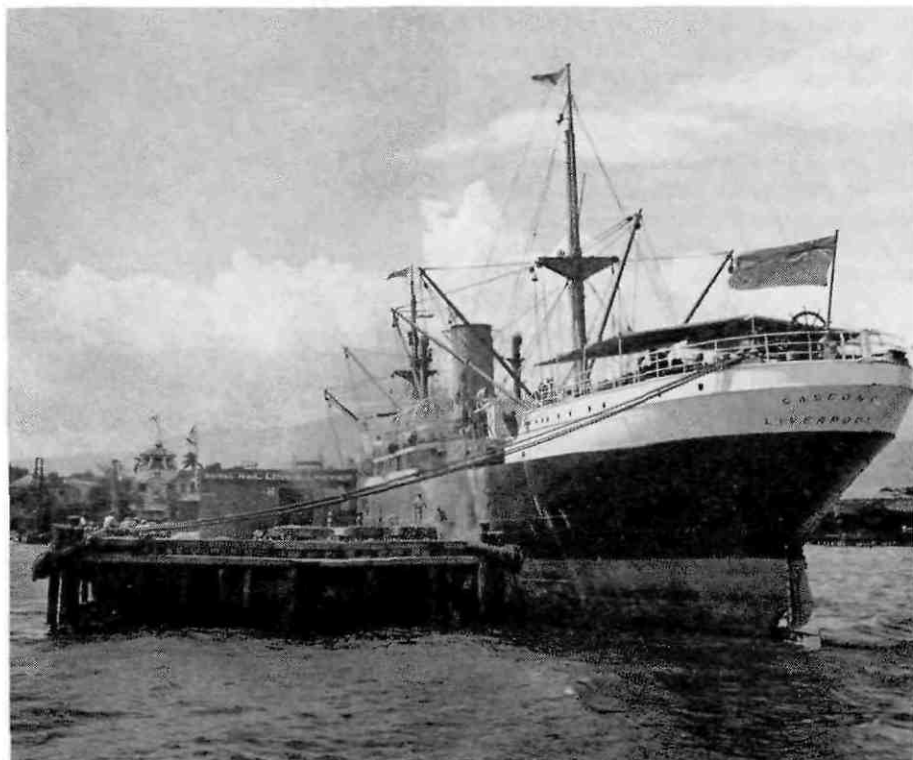
Organising all workers in the Caribbean is a tall order, for economic and other conditions in the area do not make the

The successes of the trade union movement in the Caribbean have by no means been insignificant. When the trade unions first started twenty five years ago, wages were very low. They have risen considerably since then and some workers enjoy conditions which compare with those to be found in countries with a much older tradition of trade unionism

task any easier. In short the economic situation is as follows: The main products of the Zone are sugar, rum and bananas; in some parts there are bauxite mines and petroleum refineries; in others production and commerce are concentrated on timber, citrus fruits, cocoa and coffee; some of the islands, particularly Barbados and Bermuda, depend mainly on the tourist industry. There is a good deal of manufacturing activity in Jamaica and Trinidad; other countries are preparing to set up light industries to produce consumer goods. Large sections of the population also are employed in commerce, the fishing industry, agriculture, public services, transport and other activities.

Thus the Zone presents a fairly complex situation, seen from the trade union point of view. There are free trade unions in all these countries and islands, but there is considerable variation in extent of organisation and the structure of the unions. Some are organisations of mixed workers; others are based on industrial unionism.

In these circumstances the Caribbean Congress of Labour operates as a coordinating centre grouping the different units for the purpose of collective bar-



gaining and to lead the general struggle for progress.

This is not the place for a detailed description of the work of our secretariat. Suffice it to say that we arrange weekend seminars and classes for our affiliates, supplying information and figures for the use of trade union officials in their negotiations. We settle disputes between organizations and offer guidance to those who seek it. We assist affiliated unions in their organisational and intellectual equipment with which to carry out their everyday tasks as well as their long term plans. In time we hope to extend the field of our activities and to offer ever greater assistance to the labour organisations of the area.

In conclusion

But even so the successes of the trade union movement in the Caribbean have by no means been insignificant. When the trade unions first started 25 years ago, wages were very low. For example the petroleum workers of Trinidad earned a minimum of 3d and a maximum of 1s 1½d per hour for ten or twelve hours a day. Today they get 4s 6d per hour, working a 42 or 44 hour week, and they enjoy many benefits. The situation could improve still more, but much has been achieved, taking into account the power of the employers and difficult conditions in general.

In other sectors, such as the sugar industry, great advances have also been made. At the beginning of the forties the plantation workers earned 2s per ton. Today the same workers receive 5s per ton on some plantations. Under certain conditions they are entitled to holidays and sick leave, and recently a pension plan was introduced which applies to all sugar workers in Jamaica.

In the bauxite industry miners' wages have developed considerably, and their working conditions already equal those in other parts of the world which have an older tradition of trade unionism.

The material gains of the unions have been tremendous and in the majority of cases they have had to face the bitter hostility of certain of the employers. But great though the material gains have been, those on the moral plane have been much greater. Workers who at one time considered themselves as mere cogs in the industrial wheel are now conscious of their strength and rights, demanding justice and respect from their employers. Moreover their unions are widely rec-




The ship is of great importance to the peoples of the Caribbean if there is to be any inter-communication between them, and inter-communication is vital to a properly co-ordinated trade union movement which extends across national frontiers. The full organisation of all workers in the area, the task which the CCL has set itself, is a tall order considering the great diversity in the social and economic background of the area's people


ognised as legitimate bargaining agents and as instruments for shaping the economic future of their countries.

fishing vessels of one type or another fish in Greek coastal waters.

German railways offer new opportunities to women


 IN THE FUTURE women will be able to enter the higher non-technical employment grades of the German Federal Railways. The new ruling follows on demands made by the ITF-affiliated German Railwaymen's Union that more employment opportunities in the railway service should be laid open to women. It is now possible for a German railwaywoman to become a station mistress or a traffic superintendent.

Greece employs 52,000 in fishing

 GREECE'S FISHERMEN are engaged in an expanding industry.

Figures recently published by the Greek National Statistics Services show that over 52,000 people are employed by the fishing industry; the fishing fleet consists of 13 modern ocean going trawlers which fish in the Atlantic and 369 small trawlers propelled by diesel engines. Altogether something like 5,000

Swedish officers to boycott lawbreaking ships

 THE SWEDISH ENGINEER OFFICERS' Union, affiliated to the ITF, has given notice to the shipowners that as from the 1 August it will instruct its members not to embark aboard ships with less than the full complement of officers prescribed by the law.

The Union claims that shipowners' disregard of the legal requirements in crewing their vessels is endangering the safety of human life at sea. Either the number of officers taken on board is inadequate or those who are employed have not the qualifications required. The Union connects together this fact and the high accident rate which prevailed in Swedish shipping during last winter. Since the shipowners are not taking the steps necessary to ensure observance of the law, there remains no alternative to our affiliate but to support its members in boycotting those ships which are not complying with the law.

No steps can be too drastic which are intended for the protection of life at sea.

Round the world of labour



IAM's 75th anniversary (RWL)

On the occasion of its 75th anniversary, celebrated on 5 May this year, the US International Association of Machinists, whose members in aviation and railway work belong to the ITF, has dressed up its headquarters building in Washington, as this photo shows. The 75th anniversary emblem, in bright blue and gold, has been placed above the building's main entrance, and is displayed in IAM meeting halls all over the country. All local and district lodges were asked to mark the anniversary by a special membership dinner or other function, and a special magazine called Your Union Today has been published in honour of the occasion.

In Washington, the President of the United States accepted an invitation to address the main 75th anniversary banquet. As well as the President, Senators and Congressmen from many states were invited as guests of IAM leaders, and other guests included government, union, professional and business leaders.

Channel link - British seafarers make views known



THE SEAFARERS ORGANIZATIONS of the United Kingdom have recently been studying the controversial question of a cross Channel link between Great Britain and the Continent of Europe and have set out their views on it

in a pamphlet published under the title of 'Bridge, Tunnel or Ships?'

The pamphlet gives detailed consideration to the proposal for a bridge and for a tunnel. It makes the point that no just comparison can be made between a possible tunnel on the one hand and the ports and shipping as they are now on the other. Developments in both the

latter have been postponed on account of uncertainty over their future. Amongst improvements which would make cross-Channel shipping competitive with a tunnel or bridge the seafarers' organisations recommend radical changes in the design of ships, faster ships, pallets, containers, better cargo handling and port facilities, and improved customs procedure.

If a tunnel were built its costs would not be met out of public funds, but much of the indirect expenditure associated with its construction, such as motorways and approach roads would be paid by the community.

Road and rail congestion on the approach routes to the tunnel caused by traffic from all over Great Britain converging on the tunnel entrance would be avoided if the shipment of goods were dispersed over a large number of ports particularly those nearest to producers and consumers.

Discussing the alternative proposal of a bridge over the Channel the pamphlet points out that though this would be a great feat of engineering it would be costly and constitute a further hazard to shipping in what is already one of the most congested shipping traffic areas in the world. A vast and expensive system of communications and navigational aids would be necessary to guide ships through.

This very thorough study of the cross-Channel link problem was made in collaboration between the various trade unions of Great Britain concerned with seafaring: the Mercantile Marine Service Association, the Merchant Navy and Airline Officers' Association, the National Union of Seamen, the Radio Officers' Union and the Shipconstructors' and Shipwrights' Association.

The next issue of the ITF Journal will be a double number for the months of July and August.

International Transport Workers' Federation

General Secretary: P. DE VRIES

President: FRANK COUSINS

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
- 305 affiliated organizations in 82 countries
- Total membership: 6,500,000

The aims of the ITF are

to support national and international action of workers in the struggle against economic exploitation and political oppression and to make international trade union solidarity effective;

to cooperate in the establishment of a world order based on the association of all people 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

Aden * Argentina * Australia * Austria * Barbados * Belgium
Bolivia * Brazil * British Guiana * British Honduras * Burma
Canada * Ceylon * Chile * Colombia * Costa Rica * Cuba
Curaçao * Cyprus * Denmark * Ecuador * Egypt * Estonia (Ex
Faroe Islands * Finland * France * Germany * Great Britain
Greece * Grenada * Honduras * Hong Kong * Iceland * India
Indonesia * Israel * Italy * Jamaica * Japan * Jordan * Kenya
Lebanon * Liberia * Libya * Luxembourg * Madagascar * Mal
Malta * Mauritius * Mexico * The Netherlands * New Zealan
Nicaragua * Nigeria * Norway * Nyasaland * Pakistan * Panam
Paraguay * Peru * Philippines * Poland (Exile) * Republic of
Ireland * Rhodesia * El Salvador * St Lucia * Sierra Leone
South Africa * South Korea * Spain (Illegal Underground
Movement) * Sudan * Sweden * Switzerland * Tanganyika
Trinidad * Tunisia * Turkey * Uganda * United States of
America * Uruguay * Venezuela * Zanzibar

Publications for the world's transport workers



Editions of Journal

International Transport Workers' Journal

Internationale Transportarbeiter-Zeitung

ITF Journal (Tokyo)

Transporte

ITF-aren

Editions of Press Report

Pressebericht

Pressmeddelanden

Communications de Presse

Boletín de Noticias (Lima) Three separate editions in Spanish, Portuguese and English

Press Report Two separate editions in English issued in London and Singapore