

ROYAL COMMISSION ON LABOUR.

MINUTES OF EVIDENCE,

WITH

APPENDICES,

TAKEN BEFORE

GROUP "B."

TRANSPORT AND AGRICULTURE

(The term "Transport" including Railways,  
Shipping, Canals, Docks, and Tramways),

OF THE

ROYAL COMMISSION ON LABOUR.

(Volume II.)

TRANSPORT BY WATER (DOCKS, WHARVES, SHIPPING AND  
CANALS), AND TRANSPORT BY LAND (TRAMWAYS,  
OMNIBUSES, AND CABS).

Presented to both Houses of Parliament by Command of Her Majesty.  
June 1892.



LONDON:

PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,  
BY EYRE AND SPOTTISWOODE,  
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from  
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and  
32, ABINGDON STREET, WESTMINSTER, S.W.; or  
JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and  
90, WEST NILE STREET, GLASGOW; or  
HODGES, FIGGIS, & Co. LIMITED, 104, GRAFTON STREET, DUBLIN.

1892.

[G. 793.-v.] Price 3s. 6d.

## CONTENTS.

---

ROYAL WARRANT . . . . .	Page. iii
TERMS OF REFERENCE . . . . .	v
LIST OF WITNESSES . . . . .	vi
MINUTES OF EVIDENCE . . . . .	1
LIST OF DOCUMENTS . . . . .	378
APPENDIX . . . . .	383

---

ROYAL WARRANT APPOINTING THE ROYAL COMMISSION ON  
LABOUR.

---

VICTORIA, R.

Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith.

To Our right trusty and well-beloved Councillor Spencer Compton Cavendish, commonly called Marquess of Hartington; Our right trusty and right well-beloved Cousin and Councillor Edward Henry, Earl of Derby, Knight of Our Most Noble Order of the Garter; Our right trusty and well-beloved Councillor Sir Michael Edward Hicks-Beach, Baronet, President of the Board of Trade; Our right trusty and well-beloved Councillor Anthony John Mundella; Our right trusty and well-beloved Councillor Henry Hartley Fowler; Our right trusty and well-beloved Councillor Leonard Henry Courtney; Our right trusty and well-beloved Councillor Sir John Eldon Gorst, Knight, one of Our Counsel learned in the Law, one of the Under Secretaries of State to Our Principal Secretary of State for India; Our trusty and well-beloved Sir Frederick Pollock, Baronet, Master of Arts, Corpus Professor of Jurisprudence in Our University of Oxford; Our trusty and well-beloved Sir Edward James Harland, Baronet; Our trusty and well-beloved Sir William Thomas Lewis, Knight; Our trusty and well-beloved Alfred Marshall, Esquire, Master of Arts, Professor of Political Economy in Our University of Cambridge; Our trusty and well-beloved William Abraham, Esquire; Our trusty and well-beloved Michael Austin, Esquire; Our trusty and well-beloved Gerald William Balfour, Esquire; Our trusty and well-beloved Joseph Cheney Bolton, Esquire; Our trusty and well-beloved Thomas Burt, Esquire; Our trusty and well-beloved Jesse Collings, Esquire; Our trusty and well-beloved David Dale, Esquire; Our trusty and well-beloved Alfred Hewlett, Esquire; Our trusty and well-beloved Thomas Henry Ismay, Esquire; Our trusty and well-beloved George Livesey, Esquire; Our trusty and well-beloved Tom Mann, Esquire; Our trusty and well-beloved James Mawdsley, Esquire; Our trusty and well-beloved Samuel Plimsoll, Esquire; Our trusty and well-beloved Henry Tait, Esquire; Our trusty and well-beloved Edward Trow, Esquire; and Our trusty and well-beloved William Tunstall, Esquire, greeting.

Whereas We have deemed it expedient that a Commission should forthwith issue to inquire into the questions affecting the relations between employer and employed; the combinations of employers and of employed; and the conditions of labour which have been raised during the recent trade disputes in the United Kingdom; and to report whether legislation can with advantage be directed to the remedy of any evils that may be disclosed, and, if so, in what manner.

Now know ye, that We, reposing great trust and confidence in your knowledge and ability, have nominated, constituted, and appointed, and do by these presents nominate, constitute, and appoint you, the said Spencer Compton Cavendish, commonly

called Marquess of Hartington; Edward Henry, Earl of Derby; Sir Michael Edward Hicks-Beach; Anthony John Mundella; Henry Hartley Fowler; Leonard Henry Courtney; Sir John Eldon Gorst; Sir Frederick Pollock; Sir Edward James Harland; Sir William Thomas Lewis; Alfred Marshall; William Abraham; Michael Austin; Gerald William Balfour; Joseph Cheney Bolton; Thomas Burt; Jesse Collings; David Dale; Alfred Hewlett; Thomas Henry Ismay; George Livesey; Tom Mann; James Mawdsley; Samuel Plimsoll; Henry Tait; Edward Trow; and William Tunstall; to be Our Commissioners for the purposes of the said inquiry.

And for the better effecting the purposes of this Our Commission, We do by these presents give and grant unto you, or any nine or more of you, full power to call before you such persons as you shall judge likely to afford you any information upon the subject of this Our Commission; and also to call for, have access to, and examine all such books, documents, registers, and records as may afford you the fullest information on the subject; and to inquire of and concerning the premises by all other lawful ways and means whatsoever.

And We do further by these presents authorise and empower you, or any nine or more of you, to visit and inquire at such places as you may deem it expedient so to visit and inquire at, for the more effectual carrying out of the purposes aforesaid; and to employ such persons as you may think fit to assist you in conducting any inquiry which you may hold.

And We do further by these Our presents will and ordain that this Our Commission shall continue in full force and virtue; and that you, Our said Commissioners, or any nine or more of you, may proceed in the execution thereof, and of every matter and thing therein contained, although the same be not continued from time to time by adjournment.

And We do further ordain that you, or any nine or more of you, have liberty to report your proceedings under this Our Commission from time to time, if you shall judge it expedient so to do.

And Our further will and pleasure is that you do, with as little delay as possible, report to Us under your hands and seals, or under the hands and seals of any nine or more of you, your opinion upon the matters herein submitted for your consideration.

Given at Our Court at St. James's, the twenty-first day of April, one thousand eight hundred and ninety-one, in the fifty-fourth year of Our Reign.

By Her Majesty's Command,  
(Signed) HENRY MATTHEWS.

---

## REFERENCE.

A Royal Commission to inquire into the questions affecting the relations between employer and employed; the combinations of employers and of employed; and the conditions of labour which have been raised during the recent trade disputes in the United Kingdom; and to report whether legislation can with advantage be directed to the remedy of any evils that may be disclosed, and, if so, in what manner.

---

ROYAL COMMISSION ON LABOUR.

GROUP B.

TRANSPORT AND AGRICULTURE.

(The term "Transport" including Railways, Shipping, Canals, Docks, and Tramways.)

LIST OF WITNESSES.

Name.	Interests represented.	Nos. of Questions in Evidence. (Vol. II., Group B.)	Days on which Evidence was given. (Vol. II., Group B.)	Page in Digest. (Vol. II., Group B.)	
				Analysis.	Précis.
Mr. Samuel Plimsoll -	British seamen - - - -	11,244-11,363	21st	147	25
„ Charles Booth -	Dock and waterside labour - - -	11,364-11,392	„	147	8
„ Isnac Allman -	Riverside Labour and Tyne Co-operative Stevedore Company.	11,393-11,523	„	147	11
„ John Morrison -	Tyne and Blyth District Committee of the Shipping Federation.	11,524-11,541	„	147	27
„ John Heron Wilson -	Shipping Federation (Cardiff) - -	11,542-11,662	„	148	29
„ James Cormack -	Shipping Federation (Leith) and Leith Ship-owners.	11,663-11,857	22nd	148	32
„ Robert Robinson -	Tyneside National Labour Union (Quayside Workers).	11,858-11,937	„	149	12
„ William King -	Sunderland and North-east Coast River, Dock, and Wharf Labour Union.	11,938-11,998	„	150	13
„ Thomas Frank Parr -	Liverpool Cotton and General Warehouse Porters' Society.	11,999-12,102	„	150	14
„ William Speed -	Upper Mersey Watermen and Porters' Association, and canal boatmen.	12,103-12,158	„	150	56
„ Thomas Morgan -	Southampton Free Labour Association, and firm of timber merchants.	12,159-12,272 and 12,459-12,468	23rd	151	14 and 18
„ Thomas MacCarthy -	Dock, Wharf, Riverside, and General Labourers' Union (Southampton).	12,273-12,458	„	151	16
„ Alexander Henry Varnier -	Plymouth and District Free Labour Association.	12,469-12,548	„	152	18
„ George Frederick Treleaven -	Plymouth and District Free Labour Association.	12,549-12,620	„	152	19
„ George Creech -	Coal-porters (Plymouth) - - - -	12,621-12,661	„	153	20
„ George Monro -	Free labour in Glasgow (Stevedores) - -	12,662-12,762	24th	153	20
„ James Smith Park -	Glasgow Shipowners' Association, and Allan Line.	12,763-12,940	„	153	35
„ Samuel Fisher -	Cardiff, Penarth, and Barry Coal Trimmers' Association.	12,941-13,010	„	154	21
Rev. John William Lewis -	Dock labour - - - -	13,011-13,188	„	154	21
„ Marmaduke Hare -	Dock labour - - - -	13,189-13,252	„	155	22
Captain Edward Brailey Hatfield.	British seamen, and proposed establishment of a National Insurance and Provident Fund.	13,253-13,411	25th	155	37
Mr. William Hannay Raeburn -	Clyde District Committee of the Shipping Federation and British seamen.	13,412-13,543	„	156	38
„ Edward Montagu Shepherd	Dock Labourers' Union (Barrow-in-Furness)	13,544-13,572	„	156	29

## LIST OF WITNESSES—continued.

Name.	Interests represented.	Nos. of Questions in Evidence. (Vol. II., Group B.)	Days on which Evidence was given. (Vol. II., Group B.)	Page in Digest. (Vol. II., Group B.)	
				Analysis.	Précis.
Mr. James Sexton	- Dock Labourers' Union (Liverpool) -	13,578-13,580	25th	157	23
" Albert Anlaby Bird	- Lightermen and Watermen's Union of the River Humber.	13,681-13,741	26th	157	56
Captain Ralph Pomeroy	- Bute Docks, and proposed Joint Association of Employers and Employed.	13,742-13,805	"	158	41
Mr. James Benjamin Butcher	- Hull Seaman and Firemen's Association	13,806-13,891	"	159	42
" James Tookey	- United Bargemen and Watermen's Protection Society.	13,892-13,948	"	159	58
" James Hill	- Plymouth firm of steamship owners and coal merchants in favour of unionism.	13,949-13,986	"	160	43
" Matthew Carroll	- Corn-porters, and the contract system at the Surrey Commercial Docks.	13,987-14,014	"	160	24
" Henry Webb	- Thames Steamship Workers' Union -	14,015-14,080	"	161	54
" Thomas Scrutton	- Chamber of Shipping of the United Kingdom	14,081-14,198	27th	161	48
" William James Brett	- South Side Labour Protection League	14,199-14,334	"	161	24
" Louis Stephen White	- Watermen and Lightermen's Hall -	14,335-14,344	"	162	55
" James Stanbury	- Ship Riggers and their Associations in London, Glasgow, Greenock, Liverpool, Belfast, and Londonderry.	14,345-14,474	"	162	45
" Edward Newman	- Free labour as opposed to the Shipping Federation.	14,475-14,570	"	162	46
" George Milne	- Firm of George Milne & Co. in refutation of statements by Mr. J. Havelock Wilson with regard to the cases of the "Donegal" and the "Rowena."	14,571-14,597	28th	163	46
" Wilson Mills Roche	- Firm of Botterill and Roche in refutation of statements by Mr. J. Havelock Wilson with regard to the Shipping Federation.	14,598-14,668	"	163	47
" George Jerome Hornsby	- National Independent Seamen and Firemen's Association in refutation of personal statements by Mr. J. Havelock Wilson.	14,669-14,697	"	163	48
" Arthur Richard Abbott	- The International Federation of Stewards, Seamen, and Firemen in refutation of personal statements by Mr. J. Havelock Wilson.	14,698-14,720	"	164	49
" Paul Brown Sutcliffe	- Shipping Federation, and British seamen in connection with the Seamen's Union.	14,721-14,750	"	164	49
" Cuthbert Laws	- Shipping Federation in refutation of statements by Mr. Clem. Edwards and by Mr. J. Havelock Wilson.	14,751-14,756	"	164	49
Sir Henry George Calcraft, K.C.B.	- Shipping Department of the Board of Trade in refutation of statements by Mr. J. Havelock Wilson and by Mr. G. A. Laws.	14,757-14,900	29th	164	51
Mr. George Day	- Lightermen's Society -	14,901-14,985	"	165	60
" Thomas Fawcett	- Amalgamated Society of Lightermen and Watermen of the River Humber, and river and canal boatmen.	14,986-15,080	"	166	60
" William Hewson	- Canal boatmen -	15,081-15,136	"	166	61
" Ellis Gatley	- Upper Mersey Watermen and Porters' Association, and canal boatmen.	15,137-15,338	30th	166	61
" Joseph Billam	- Piccadilly (Manchester) Branch of the Upper Mersey Watermen and Porters' Association, and canal boatmen.	15,329-15,462	"	167	62
" William Turner	- Burscough Branch of the Upper Mersey Watermen and Porters' Association, and canal boatmen.	15,463-15,583	"	167	62
" William Hough	- Weaver Watermen's Association, and bargemen.	15,584-15,670	"	168	63

LIST OF WITNESSES—*continued.*

Name.	Interests represented.	Nos. of Questions in Evidence. (Vol. II., Group B.)	Days on which Evidence was given (Vol. II., Group B.)	Page in Digest, (Vol. II., Group B.)	
				Analysis.	Précis.
Mr. William Chadwick	- Mersey Flatmen's Association, and river boatmen.	15,671-15,742	30th	168	63
„ Thomas Sutherst	- - Tram and 'Bus Men - - - -	15,743-16,197	31st	168	64
„ Henry Bowbrick	- - Amalgamated Omnibus and Tram Workers' Union.	16,198-16,453	„	169	67
„ John Atkinson	- - Amalgamated Omnibus and Tram Workers' Union.	16,454-16,594	32nd	170	68
„ Edwin Dyke	- - Hyde Park Co-operative Cab Company, and Amalgamated Cab Drivers' Society.	16,595-16,732	„	171	70



**ERRATA.**

On page 419, "Appendix CVII, Table O." should read "Appendix CVII, Table N.";  
and "Appendix CVIII, Table P." should read "Appendix CVIII, Table O,"  
to accord with the references on pages 275 and 278 (Questions 14,787 and 14,819,  
Minutes of Evidence), and on page 382 (List of Documents).—G.D.

## GROUP B.

## TRANSPORT AND AGRICULTURE

(The term "Transport" including Railways, Shipping, Canals, Docks, and Tramways).

## LIST OF DOCUMENTS.

Document handed in.	No. of Appendix (Vol. II., Evidence, Group B.)	No. of Question (Vol. II., Evidence, Group B.)	Witness.
Written copies of manifest issued from a "bogus" meeting called by the Shipping Federation, and of newspaper report of a meeting. ( <i>These documents were unavoidably omitted from the Appendix to Vol. I. See note under heading "Appendix LVI, Vol. I., Group B."</i> )	56	8634	Mr. Clem Edwards.
Copy of Merchant Shipping Act Amendment Act, 1862, with Schedule repealing Sections 170, 171, and 172 of the Customs Consolidation Act, 1853	—	11,261	Mr. S. Plimsoil.
Manuscript return prepared by the Board of Trade, showing the number of ships and lives lost in timber-laden ships reported as foundered or missing in each of the years 1873 to 1889 inclusive.	—	11,281	"
Specifications and forms of tender from prisons, asylums, work-houses, and from the Army and Navy specifying the nature of the provisions supplied to seamen, and the general conditions of contract.	—	11,295	"
Return (August 1876) "of all Sales of Provisions, being Naval Stores, by or for the Admiralty, for the two years ending 31st December 1875, showing when each parcel sold was bought, of what it consisted, whether beef, pork, or biscuits, and the price paid for it, also the date of its sale, the prices for which it was sold, and the name of the purchaser." (No. 445 of 1876.)	—	11,299	"
Return by the Board of Trade (August 1890) "of the names and descriptions of the members of all the Local Marine Boards (for each port separately), distinguishing as far as possible those members who do not own ships, or shares in ships, from the others." (No. 372 of 1890.)	—	11,310	"
Prospectus of the Tyne Co-operative Stevedore Company, Limited.	—	11,402	Mr. I. Allman.
Price lists of the Tyne Co-operative Stevedore Company, the Tyne and District Master Stevedores' Association, and the Tyneside and District Labourers' Association.	—	"	"
Table of rates of wages paid to seamen, firemen, engineers, &c. in the chief rivers and ports of the United Kingdom (May 1891), showing rates of payments for overtime.	72	11,532	Mr. J. Morrison.
Letter from Messrs. Fisher, Renwick, and Co., enclosing statement showing sums paid by them to and in aid of the relatives of officers and seamen lost or injured whilst in their employ.	—	11,533	"
Handbills showing the privileges under the Benefit Fund of the Shipping Federation offered to Naval Reserve men of the first class.	73	11,537	"
Extract from the "Newcastle Evening Chronicle" (January 9th, 1892) giving speech by Mr. J. Havelock Wilson concerning the Shipping Federation, the Cardiff strike, and Local Marine Boards.	—	11,541	"
Rules of the National Amalgamated Sailors and Firemen's Union of Great Britain and Ireland.	—	11,559	Mr. J. Heron Wilson.

LIST OF DOCUMENTS—*continued.*

Document handed in:	No. of Appendix (Vol. II., Evidence, Group B.).	No. of Question (Vol. II., Evidence, Group B.).	Witness.
Return showing rates of wages since 1885 for steam vessels—Mediterranean trade, Port of Cardiff.	74	11,628	Mr. J. Heron Wilson.
Circular (dated May 27, 1889) issued to shipowners by the National Amalgamated Sailors and Firemen's Union, giving the scale according to which the men request to be paid.	75	11,686	Mr. J. Cormack.
Copies of report of a meeting between the Leith Shipowners' Society and the Sailors' Union.	—	11,708	"
Correspondence concerning the blocking of the steamship "Britannia" and the Leith strike.	—	11,715	"
Papers concerning blocking of steamship "Moravia"	(See Evidence.)	11,716	"
Letters stating the facts of a case which occurred during a strike at the Hermitage Wharf concerning the steamships "Iona" and "Marmion."	—	11,725	"
Copy of Notice issued by the stevedores of Leith (March 17, 1891).	(See Evidence.)	11,728	"
Memorandum of the Leith Maritime Disasters' Fund showing the amount subscribed and expended to July 2, 1891.	—	11,731	"
Sixth Annual Report (1891) of the Leith Sailors' Home	—	11,732	"
Report (1874) made by Messrs. Janson and Wakefield, appointed by the Lloyd's Committee, with regard to deck-loading and loss of life and ships.	—	11,764	Produced by Mr. Plimssoll.
Rules of the Southampton Free Labour Association	76	12,164	Mr. T. Morgan.
Rules of the Accident Fund, the Savings Bank, and the sea-going section Sick Fund of the Southampton Free Labour Association.	77	12,172	"
Table showing number of casual men employed by the Southampton Dock Company on the first six working days in each month of the year from November 1890 to 1891.	78	12,175	"
Extract from the "Southampton Times" (July 11, 1891) of an "Interview with Mr. Tom Mann" concerning the strike.	(See Evidence.)	12,214	"
First Annual Report (1890) of the Dockers' Union	—	{ 12,276 12,405	Mr. T. MacCarthy.
Statements showing how men were treated by strikers	79	12,794	Mr. J. Smith Park.
Form of Return List of crew of ship and <i>pro forma</i> disbursement account which the masters send from their various ports of sailing to meet the Board of Trade requirements.	—	12,829	"
Copy of a ship's articles showing provision scale	—	12,847	"
Scheme for a National Insurance and Provident Fund for British Mariners.	80	{ 13,275 13,277	Capt. E. B. Hatfield.
Pamphlet with regard to the Government contributing to the proposed seamen's insurance fund.	81	13,278	"
Proposed manning scale for sailing ships and steamers	82	13,290	"
Copy of provision scale issued by the committee of the General Shipowners' Society in 1844.	—	13,285	"
Victualling bills showing the variety and cost of food supplied to the crew of the steamship "Lamington" at Glasgow, London, and Gibraltar.	—	{ 13,431 13,477	Mr. W. H. Raeburn.
Victualling bills of the whole voyage of the steamship "Lamington" from Glasgow to the East, and thence to America.	—	13,477	"

LIST OF DOCUMENTS--*continued.*

Document handed in.	No. of Appendix (Vol. II., Evidence, Group B.).	No. of Question (Vol. II., Evidence, Group B.).	Witness.
Copy of award of the arbitrators appointed by the Hull, Keel and Lighter Owners' Association and the Amalgamated Watermen of the River Humber.	83	13,695	Mr. A. A. Bird.
Letter issued by the Bute Docks Company to their customers in connection with the strike on February 3rd, 1891.	(See Evidence.)	13,750	Captain Pomeroy.
Circular issued by the above company to their men	"	"	"
Census of workmen entering the Bute Docks from noon on February 11th to noon on February 12th, 1892.	—	13,752	"
Draft of rules of the Bristol Channel Docks Association of employers and workmen.	(See Evidence.)	13,757	"
Report of the committee of the Cardiff Incorporated Chamber of Commerce with regard to the formation either of conciliation boards or of a general board for the settlement of disputes.	84	13,789	"
Letter from Mr. H. J. Byrne to Mr. J. Tookey concerning the issue by the employers of an alternative price lists of freights.	(See Evidence.)	13,914	Mr. J. Tookey.
Circular issued to the captains of six barges in one firm by the owner, instructing them to abide by the orders of Messrs. Lawrence & Co., a firm of middlemen.	"	"	"
Famphlet, "Our Sailors,"—a speech by the Right Hon. J. Chamberlain, M.P., in the House of Commons, May 19, 1884.	—	14,087	Mr. T. Scrutton.
Table (I.) showing variation in sail and steam tonnage by comparing the years 1860, 1875, and 1890.	(See Evidence.)	"	"
Table (II.) Return of accidents to British timber-laden ships 1873 to 1889.	"	"	"
Table (III.) Extracts from reports of the London and Hartlepool Port Sanitary Authorities.	"	"	"
Table (IV.) Return as to loss of life from British ships, 1871 to 1882.	"	14,091	"
Rules of the Glasgow, Greenock, Liverpool, and London Ship Riggers' Associations.	—	{ 14,372 14,384 14,400	Mr. J. Stanbury.
Copies of the Wade's Arms manifesto and of the manifesto of the United Riggers' Association of London (December 6th, 1890).	85	14,373	"
Copy of letter addressed to the United Labour Council from the United Riggers' Association concerning the action of the Sailors and Firemen's Union.	86	14,380	"
Circular issued to master riggers by the London United Riggers' Association with regard to the increase of pay for the winter months.	87	14,384	"
Verbatim copy of the agreement with the Allan Line Steamship Company.	88	14,531	Mr. E. Newman.
Letter (dated October 15, 1891) from Mr. Newman to Mr. Devitt of the Shipping Federation, asking for employment.	(See Evidence.)	14,564	Produced by Mr. Trow.
Report from Messrs. Cochran and Walker, chartered accountants, Liverpool, on the annual report of the National Amalgamated Sailors and Firemen's Union.	—	14,695	Mr. G. J. Hornsby.
Thirteen official protests against Mr. J. Havelock Wilson's strike policy from officers of his Union.	—	14,707	Mr. A. R. Abbott.
Letters, &c., re charges made by Mr. J. Havelock Wilson (in evidence) against witness.	—	14,720	"

LIST OF DOCUMENTS—*continued.*

Document handed in.	No. of Appendix (Vol. II., Evidence, Group B.).	No. of Question (Vol. II., Evidence, Group B.).	Witness.
Board of Trade instructions (revised September 1891) to superintendents of mercantile marine offices relative to the engagement and discharge of seamen on board ship.	89	14,752	Mr. C. Laws.
Manifesto issued by the Amalgamated Stevedores	—	"	"
Printed copy of correspondence with Mr. Clem. Edwards and memorandum of deputation <i>re</i> the London Shipping Dispute.	—	"	"
Forged certificates (or discharges) presented by seamen at Federation registry offices.	—	14,752	"
List of cases of assaults upon free labourers by Union men	90	"	"
Extract from "Seafaring" (July 25, 1891) giving report of a speech made by Mr. J. Havelock Wilson.	91	14,754	"
Extract from the "Hartlepool Mail" (October 20th, 1891) with reference to the conviction of the local secretary of the Sailors' Union for persuading a seaman to desert.	(See Evidence.)	"	"
Copies of Mr. Champion's speeches on Trades Unionism and other works circulated by the Federation to the registry offices.	92	"	"
Specimen of literature circulated by the Sailors' Union at the formation of the Federation.	93	"	"
Board of Trade receipt for 3 <i>l.</i> 15 <i>s.</i> 4 <i>d.</i> , being the payment of passage home of a man who was injured whilst working on a vessel, and letters from the owners and from Her Majesty's Consul at Constantinople bearing on the subject.	—	"	"
Letter (dated January 4th, 1892) from Her Majesty's Consul at Constantinople to the shipping agents at Galata in connection with the question of hospital dues.	(See Evidence.)	"	"
Copy of extract from the "Northern Daily Mail" (October 24th, 1890) West Hartlepool, reporting the case of the "Bavaria" and stating the amount of fines.	94	14,755	"
Copies of letters and extracts from letters from the agents to the owners concerning the case of steamship "Bavaria."	95	"	"
Letter from the captain of the "Bavaria" to the owners	—	"	"
Letter from Local Marine Board, in reply to a letter from the Shipping Federation, with reference to the blocking of the Tower Hill Shipping Office by unionists.	(See Evidence.)	"	"
Table A., showing the number and net tonnage of sailing and steamships on the register of the United Kingdom and Isle of Man during years 1875-1890.	96	14,758	Sir H. G. Calver K.C.B.
Table B., showing the number and net tonnage of vessels registered in the United Kingdom and Isle of Man which were employed at sea at some time during each year.	97	"	"
Table C., showing the total number of persons forming the crews of the vessels employed.	98	"	"
Table D.—Constitution of the crews in C.	99	"	"
Table E., showing rate of loss of life amongst seamen (excluding fishermen) in recent years as compared with the year 1881.	100	"	"
Table F., showing classification of wrecks and casualties in which lives were lost during years 1875-91.	101	14,759	"

LIST OF DOCUMENTS—*continued.*

Document handed in.	No. of Appendix (Vol. II, Evidence, Group B.)	No. of Question (Vol. II, Evidence, Group B.)	Witness.
Table G., showing for years 1875-91, number and tonnage of British merchant vessels totally lost; nature of the casualties by which they were lost; and number of lives lost; (a) sailing ships, (b) steamships, (c) sailing and steamships.	102	14,760	Sir H. G. Calcraft, K.C.B.
Table H. (a and b), relating to losses of timber-laden British ships (1873 to 1891).	103	14,763	"
Table I.—Return of prosecutions by Board of Trade during the years 1855 to 1892 for improper deck-loading.	104	14,764	"
Table J.—Quotations in full of sections 170, 171, and 172 of the Customs Consolidation Act, 1853.	105	14,765	"
Table K., showing entries of tonnage at London, Liverpool, and Glasgow.	106	{ 14,770-1 14,842-4	"
Table L.—Extract from report of Commission on Loss of Life at Sea, with regard to employment of foreigners.	(See Evidence)	{ 14,776-8 14,841	"
Table M.—Extract from report of Commission on Loss of Life at Sea, with regard to the examination of seamen.	"	14,779-80	"
Table N.—Return of recent proceedings by Board of Trade under sections 147 and 148 Merchant Shipping Act, 1854. (Crimping.)	107	14,787	"
Table O.—Return of prosecutions under sections 28 and 34 Merchant Shipping Act, 1876, between the years 1883 and 1892.	108	14,819	"
Copy of circular issued to the Leeds and Liverpool Canal Company, giving the decisions upon points discussed and arranged by the chairman and vice-chairman at the Canal Office, Liverpool, 6th September 1890.	109	15,553	Mr. W. Turner.
Document issued by the London General Omnibus Company and the London Road Car Company to the <i>employés</i> at the termination of the strike of June 1891, showing concessions granted.	(See Evidence)	15,766	Mr. T. Sutherland.
Copy of proposal for municipalisation of 'buses and trams	110	15,775	"
Copy of Bill concerning a 12 hours' day	111	15,864	"
Balance sheet of a tramway municipality at Huddersfield	112	16,078-83	"
Letter from the Lord Mayor to the London General Omnibus Company, together with reply thereto, concerning the discharge of conductors.	(See Evidence)	{ 16,322 16,334	Mr. H. Bowbrick.
Extract from the "Evening Standard" giving report of an intended meeting of omnibus workers on November 27th, 1891.	113	16,362	"
Advertisement by the North Metropolitan Tramways Company for drivers and conductors appearing in the "Daily Chronicle" twice weekly.	(See Evidence)	16,504	Mr. J. Atkinson.
Extract containing report of the 21st half-yearly meeting of the London Tramways Company and comparing wages paid to 'busmen and to agricultural labourers.	"	16,506	"
Copy of letter to the Southwark and Deptford Tram Company from the Amalgamated Omnibus and Tram Workers' Union concerning eight journeys instead of nine on Sunday.	"	16,555	"
Prospectus of the Workers' Co-operative Omnibus Society	114	16,594	"
Rules of the Improved Cabs' Club	115	16,609	Mr. E. Dyke.

## APPENDIX LVI.

## COPIES of MANIFESTO issued from a "BOGUS" MEETING called by the SHIPPING FEDERATION, and of NEWSPAPER REPORT of a MEETING.

THE WORKING CLASSES AND THE MAINTENANCE OF THE  
BRITISH SHIPPING TRADE.

To the Sailors of London and the Outports.

## MEN.

At last many of the leaders of the Trades Unions of the country have turned their attention to the crisis in the British Shipping Trade, and the tactics of the so-called "National" Sailors and Firemen's Union.

At a conference of 60 trade delegates held at the Trades Union Club-house at the "Rose Tavern," Old Bailey, E.C., on February 24th, the action of this organisation and those who guide and inspire it was unanimously condemned as "being subversive of the true principles of Trades Unionism."

The leading officer of the organisation (Mr. J. H. Wilson) declared at a recent meeting held at Deptford that the "National" Sailors and Firemen's Union now counted amongst its members 18,000 foreign sailors.

18,000 foreign sailors in British "National" Trades Union!

Mr. Wilson's official documents show that he and his "National" Union of Sailors and Firemen have opened branch offices of this combination at the foreign rival ports of Amsterdam, Antwerp, Hamburg, Copenhagen, and Gotenburg.

Now, what does all this mean? It means that the object of this "National" Union, controlled by Mr. Wilson and his advisers, is to dislocate the shipping and maritime industries of Great Britain in the interest of foreign trade and foreign labour. The past and present strikes in the shipping industry, which have been fomented by the "National" Sailors and Firemen's Union, has driven an enormous amount of tonnage in shipping to these foreign rival ports, where Mr. Wilson's combinations has opened branch offices of this British Trades Union. British Labour Loses. Foreign Labour Gains.

What does the employment of 18,000 foreign sailors in British bottoms mean? It means the gradual substitution of foreign seamen for British seamen. It means, practically, that in the near future, foreign labour will have a controlling power in our great mercantile marine, to the hurt and disadvantage of common country; yet Mr. Wilson proudly boasts at Deptford, the home of British shipping, that 18,000 foreign sailors have joined his "National" Union.

The senseless strikes, which are now going on in the shipping trade, are said to be in defence of trades unionism. It is nothing of the kind. This statement is a fraud and a delusion. A bricklayer, a mason, or an engineer, who holds his trades union ticket, is content

to work side by side with his fellow mechanics, who hold no union tickets. What satisfies old trades unionists, who have made heavy sacrifices in the past for the maintenance of trades union principles, should in all conscience satisfy Mr. Wilson's Union, which was created but yesterday.

All working men should become unionists, but coercion, which is the basis of the existence of the National Sailors and Firemen's Union, never succeeded in making men loyal to any cause, and must fail in the case of the Sailors and Firemen's Union.

To the Stevedores and Dockers of all Sections.

We would say, remember that every ton of shipping, which is driven to the foreign ports, which is advancing in prosperity by leaps and bounds, through the senseless strikes now going on, you will be the greatest sufferers. Foreign labour will gain what you lose, and foreign homes will be comforted at the expense of the sufferings of the British women and children.

By order of the Board of Delegates, who met at the "Rose Tavern," Old Bailey, E.C.

March 4th, 1891.

(True copy.)

Last night an adjourned meeting of trade and labour delegates was held at the "Rose," Old Bailey, to further discuss the industrial situation, especially in relation to the Royal Commission on Labour. Mr. W. Watson (London Riggers' Society) presided. Mr. Mark Mildred (West End Builders) moved:—"That while this conference of London Trade Unionists regard with satisfaction the appointment of the Royal Commission on Labour, we, as earnest working men, hope that Her Majesty's Government will probe the labour strikes down to the ground, so as to expose the foreign and socialistic agencies which have fomented many of the recent senseless strikes, which have terribly injured British labour and commerce." Mr. Chandler (Riverside Workmen) seconded, and Mr. Dixon (Railway Waggon Workers) and others supported the motion, which was unanimously passed. A second resolution was passed to the following effect:—"That this conference hereby elects three delegates to give evidence before the Royal Commission, with a view to show how the public funds were distributed—as we allege, to the hurt of our order—and that copies of the foregoing resolution be sent to the Prime Minister, Lord Hartington (chairman of the Royal Commission), Mr. Gladstone, and Mr. John Morley." With thanks to the chairman the meeting was closed.

APPENDIX LXXII.

RATES OF WAGES of SEAMEN, FIREMEN, &c. in the chief RIVERS and PORTS of the United Kingdom current in May 1891.

Rating of Seamen.	TYNE.				CARDIFF.				CLYDE.				DUNDEE.				HUMBER.				FORTH.				MERSEY.				THAMES.								
	Steamers.		Sailors Per Month.		Steamers.		Sailors Per Month.		Steamers.		Sailors Per Month.		Steamers.		Sailors Per Month.		Steamers.		Sailors Per Month.		Steamers.		Sailors Per Month.		Steamers.		Sailors Per Month.		Steamers.		Sailors Per Month.						
	Month.	Week.	South.	West.	Month.	Week.	South.	West.	Month.	Week.	South.	West.	Month.	Week.	South.	West.	Month.	Week.	South.	West.	Month.	Week.	South.	West.	Month.	Week.	South.	West.	Month.	Week.	South.	West.					
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.						
Sailors	4 15	1 12 8	3 10	4 0	4 10	1 12 8	3 10	3 10	4 10	1 12 8	3 10	—	4 5	1 10 0	3 10	4 15	4 10	1 10 4	3 10	3 10	4 10	1 10 0	4 15	11. 10s. to 17. 12s. 8d.	4 15	11. 10s. to 17. 12s. 8d.	3 10	4 0	4 0	1 10 0	3 10	3 10	4 0	4 10	1 12 8	3 10	4 0
Firemen	4 15	1 12 8	—	—	4 15	1 12 8	—	—	4 10	1 12 8	—	—	4 10	1 10 0	—	—	4 15	1 10 4	—	—	—	—	4 15	11. 10s. to 17. 12s. 8d.	—	—	4 10	1 10 0	—	—	4 10	5 0	1 12 8	—	—	—	
Boatwains	5 10	—	4 10	4 15	5 10	1 17 6	4 10	4 10	5 10	1 14 8	4 0	—	5 0	1 15 0	4 10	4 15	5 10	1 11 4	4 10	4 10	5 5	17. 11s. to 17. 12s. 8d.	—	—	In lieu of 2nd Mate.	4 10	5 0	5 0	1 15 0	4 10	4 10	5 10	6 0	1 16 0	4 10	5 0	
Quartermasters	—	—	—	—	4 10	—	—	—	4 15	—	—	3 15	—	4 10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stewards	6 5	1 16 0	5 10	5 15	6 10	1 16 0	5 10	5 10	6 10	1 15s. to 17. 12s. 8d.	5 10	—	6 0	—	—	5 15	6 0	1 4 4	5 10	5 10	6 10	1 5 0	and found.	1 15 0	—	—	6 0	1 27 6	5 10	6 0	5 10	6 0	1 16 0	5 0	5 10		
Cooks	5 10	1 16 0	4 10	4 15	5 10	—	4 10	4 10	5 10	17. 3s. to 17. 12s. 8d.	4 10	—	5 5	—	—	4 15	5 0	1 4 4 and found.	5 0	5 0	5 10	1 2 0	and found.	—	—	6 0	1 27 6	4 10	5 0	5 0	5 10	1 12 8	4 10	5 0			
Cooks and stewards.	—	—	—	—	6 10	1 16 0	5 10	5 10	6 10	17. 15s. to 17. 12s. 8d.	5 10	—	5 10	—	—	—	—	—	—	—	—	5 10	1 5 0	and found.	—	4 10	4 10	—	4 10	5 10	6 0	1 16 0	5 0	5 10			
Assistant stewards.	2 10	—	—	—	2 10	0 18 0	—	—	2 10	15s. to 17. 12s. 8d.	—	—	3 0	—	—	—	2 0	0 12 6 and found.	—	—	—	—	1 10	0 10 0	and found.	—	2 10	3 0	2 10	3 0	—	—	—	—	—		
Carpenters	6 5	1 16 0	6 0	6 0	6 5	—	6 0	5 10	6 10	—	5 0	—	6 0	—	—	—	6 0	1 2 4	6 0	6 0	5 10	17. 2s. 6d. to 17. 12s. 8d.	—	—	—	—	—	—	—	—	5 10	6 0	1 16 0	4 10	5 10		
Sailmakers	—	—	5 0	5 5	—	—	—	4 10	3 15	—	—	5 0	—	—	—	5 5	—	—	—	—	—	—	—	—	—	—	4 15	—	4 10	5 0	—	4 0	4 10				
Grossers	5 10	—	—	—	—	—	—	—	4 15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4 15	—	—	—	—	—	—	—			
Lamp trimmers	5 5	1 15 0	—	—	5 0	1 14 8	—	—	4 15	1 14 8	—	—	4 10	—	—	—	5 10	1 11 4	—	—	—	—	—	—	—	—	4 15	—	—	—	4 10	4 15	1 16 0	—	—		
Donkeymen	5 10	1 16 0	—	—	5 10	1 16 0	—	—	5 10	1 15 0	—	—	5 10	—	—	—	5 10	1 11 4	—	—	—	—	—	—	—	—	5 0	1 12 6	4 0	4 0	—	—	—	—	—		
Storekeepers	5 10	—	—	—	5 0	—	—	—	4 15	—	—	—	5 0	—	—	—	—	—	—	—	—	—	—	—	—	—	5 0	—	—	—	4 10	4 15	—	—	—		
Ordinary seamen (above 2 years' service).	3 0	—	2 10	3 0	3 0	1 10 0	3 10	3 0	3 10	2 10	1 5 0	1 10	3 0	—	—	—	—	—	—	—	—	—	—	—	—	—	2 0	3 0	—	2 10	2 10	3 10	3 0	1 8 0	2 10	3 0	
Ordinary seamen (under 2 years' service).	2 10	—	—	—	2 5	1 0 0	1 10	2 0	1 10s. to 2 10s.	—	—	—	2 0	—	—	—	2 10	—	—	—	—	—	—	—	—	—	—	—	—	1 10	2 0	1 0 0	1 10	2 0			
Particulars as to overtime, &c.	In British ports after 6 p.m. and before 6 a.m. 6d. per hour. After 1 p.m. on Saturdays, and on Sundays, 1s. per hour.				Overtime from 6d. to 9d. per hour from 6 p.m. to 6 a.m.				Overtime to donkeymen from 6 p.m. to 6 a.m. 6d. per hour.				Overtime 6d. per hour from 6 p.m. to 6 a.m. Sundays, 9d. per hour.				Overtime 6d. per hour from 6 p.m. to 6 a.m.				Overtime usually paid at 9d. per hour from 5 p.m. to 7 a.m. Sundays, Good Friday, and																

\* The North Atlantic mail



RATES of WAGES of SEA-GOING ENGINEERS in the chief RIVERS and PORTS of the United Kingdom current in May 1891.

Trade.	Class.	TYNE.		CARDIFF.		OLYDE.		DUNDEE.		HUMBER.		FORTH.		MERSEY.		THAMES.	
		Monthly.	Weekly.	Monthly.	Weekly.	Monthly.	Weekly.	Monthly.	Weekly.	Monthly.	Weekly.	Monthly.	Weekly.	Monthly.	Weekly.	Monthly.	Weekly.
Steamers carrying oil in bulk—All trades.	Chief	£ s. d. 20 0 0	£ s. d. 5 7 6	£ s. d. 20 0 0	—	£ s. d. —	£ s. d. —	£ s. d. —	£ s. d. —	£ s. d. —	£ s. d. —	£ s. d. —	£ s. d. —	£ s. d. 20 0 0	£ s. d. —	£ s. d. 20 0 0	£ s. d. 5 0 0
	2nd	14 0 0	4 0 0	14 10 0	—	—	—	—	—	—	—	—	—	14 0 0	—	14 0 0	8 10 0
	3rd	10 0 0	3 0 0	8 0 0	—	—	—	—	—	—	—	—	—	10 0 0	—	10 0 0	2 10 0
	4th	8 0 0	2 12 0	—	—	—	—	—	—	—	—	—	—	8 0 0	—	8 0 0	3 0 0
Suez Canal, South Atlantic, East and West Indies.	Chief	17 0 0	4 17 6	15l. to 18l.	—	16l. to 20l.	—	16l. to 18l.	—	18 0 0	—	14 0 0	—	18 0 0	—	18 0 0	—
	2nd	12 0 0	3 15 6	10l. to 12l.	—	11l. to 13l.	—	10l. to 12l.	—	13 0 0	—	9 0 0	—	13 0 0	—	13 0 0	—
	3rd	8 0 0	2 15 0	7l. to 10l.	—	9l. to 10l.	—	7l. to 8l.	—	9 0 0	—	5 10 0	—	9 0 0	—	9 0 0	—
	4th	7 0 0	2 10 0	6l. to 8l.	—	7 0 0	—	6l. to 7l.	—	7 0 0	—	—	—	8 0 0	—	8 0 0	—
North Atlantic	Chief	16 10 0	4 11 0	16l. to 17l.	—	16 0 0	—	17 0 0	—	17 0 0	—	16 0 0	—	18 0 0	—	18 10 0	—
	2nd	12 0 0	3 10 0	12l. to 15l.	—	11 0 0	—	11 0 0	—	12 0 0	—	11l. to 12l.	—	18 0 0	—	18 0 0	—
	3rd	8 0 0	2 12 0	7l. 10s. to 8l.	—	8 0 0	—	8 0 0	—	9 0 0	—	—	—	8 0 0	—	8 0 0	—
	4th	7 0 0	2 7 0	6 0 0	—	7 0 0	—	8 0 0	—	7 0 0	—	7 0 0	—	8 0 0	—	7 0 0	—
Mediterranean and Black Sea, above 600 tons nett.	Chief	15 0 0	4 4 0	15 0 0	£ 15 0	12l. to 15l.	—	12l. to 14l.	—	15 0 0	—	15 0 0	—	15 0 0	—	15 0 0	4 10 0
	2nd	11 0 0	3 0 0	11 0 0	£ 15 0	8l. to 11l.	—	8l. to 9l.	—	11 0 0	—	11 0 0	—	11 0 0	—	11 0 0	3 10 0
	3rd	7 10 0	2 9 0	7 10 0	—	5l. 10s. to 7l.	—	6l. to 7l.	—	7 10 0	—	7 0 0	—	8 0 0	—	7 10 0	2 15 0
	4th	7 0 0	2 7 0	—	—	6 0 0	—	—	—	—	—	—	—	7 0 0	—	7 0 0	—
Mediterranean and Black Sea, under 600 tons nett.	Chief	14 0 0	4 0 0	—	£ 15 0	13 0 0	—	12 0 0	—	14 0 0	—	—	—	14 0 0	—	14 0 0	3 15 0
	2nd	10 0 0	3 0 0	—	£ 15 0	7 10 0	—	7l. to 8l.	—	10 0 0	—	—	—	10 0 0	—	10 0 0	2 15 0
	3rd	6 10 0	2 5 0	—	—	—	—	6 0 0	—	7 0 0	—	—	—	7 0 0	—	6 10 0	2 0 0
Baltic, Bilbao, and Bay Ports, over 750 tons nett.	Chief	14 10 0	4 0 0	15l. to 17l.	£ 15 0	14 0 0	£ 17 6	13 0 0	—	—	£ 12 6	14l. to 16l.	£ 15. to 16l.	18 0 0	—	15 0 0	4 0 0
	2nd	10 10 0	3 0 0	11 0 0	£ 15 0	9 0 0	£ 6 0	8 10 0	—	—	£ 12 6	9l. to 9l. 10s.	£ 11. to 12l.	11 0 0	—	11 0 0	3 0 0
	3rd	7 0 0	2 5 0	8 0 0	—	7 0 0	£ 1 15 0	7 0 0	—	—	£ 10 0	8 0 0	£ 8 0 0	8 0 0	—	7 10 0	2 5 0
Baltic, Bilbao, and Bay Ports, under 750 tons nett.	Chief	14 0 0	3 15 0	—	—	18 0 0	£ 10 0	18 0 0	—	—	£ 10 0	—	£ 8 0 0	14 0 0	—	14 0 0	3 15 0
	2nd	10 0 0	2 15 0	—	—	9 0 0	£ 5 0	8 0 0	—	—	£ 10 0	—	—	10 0 0	—	10 0 0	2 15 0
	3rd	6 10 0	2 0 0	—	—	6 10 0	—	6 0 0	—	—	—	—	—	7 0 0	—	6 10 0	2 0 0
Coasting, and found	Chief	—	£ 10 0	—	—	—	—	—	—	4 0 0	—	8 0 0	—	—	—	£ 15s. to 4l.	—
	2nd	—	2 10 0	—	—	—	—	—	—	3 0 0	—	2 0 0	—	—	—	£ 15s. to 3l.	—

## APPENDIX LXXIII.

## THE SHIPPING FEDERATION, LIMITED, BENEFIT FUND.

## NOTICE.

The Shipping Federation, Limited, being anxious to promote good feeling and accord between their members and the seamen employed by them, and to encourage and assist steady and reliable men, have established a benefit fund for masters, officers, engineers, petty officers, sailors, firemen, and others serving in vessels entered with the Shipping Federation for participation in this benefit fund.

*There is no charge whatever made for participating in the advantages of this fund.*

On and after the 1st January 1892, ANY PERSON WHO IS THE DULY QUALIFIED HOLDER OF A PARCHMENT FEDERATION CERTIFICATE, and can prove to a district registrar six months' faithful service in Federation vessels, and Naval Reserve men of the first class with a Reserve certificate, shall be forthwith entitled to the benefits of the fund, and shall be duly enrolled and receive a benefit certificate containing the rules to be observed, so as to entitle him, or his relatives, to the following benefits in the event of an accident happening to him whilst serving with a Federation vessel, and arising out of his said employment.

## ON DEATH OR TOTAL DISABLEMENT BY REASON OF SUCH ACCIDENT.

	£	s.	d.
The master - - - - -	100	0	0
The chief officer, chief engineer, surgeon, and purser - - - - -	75	0	0
The second officer and the second engineer, and uncertificated master of sailing craft - - - - -	50	0	0
Any other certificated officer (on articles) - - - - -	40	0	0
Petty officers, and other members of the crew above the rating of A.B. or fireman - - - - -	35	0	0
Sailors, firemen, and all other members of the crew - - - - -	25	0	0
Asiatic seamen - - - - -	12	10	0

*Or alternatively, with the object of meeting the case of any seamen who may have no relatives whom they wish to participate in the benefits of the fund.*

## SICK ALLOWANCE IN CASE OF SUCH ACCIDENT.

For a period not exceeding 13 weeks, whilst incapacitated from work and not on pay.

	£	s.	d.
The master - - - - -	40	per week	
The chief officer, chief engineer, surgeon, and purser - - - - -	30	"	
The second officer and the second engineer, and uncertificated master of sailing craft - - - - -	20	"	
Any other certificated officer (on articles) - - - - -	16	"	
Petty officers, and other members of the crew above the rating of A.B. or fireman - - - - -	14	"	
Sailors and firemen, and all other members of crew - - - - -	10	"	
Asiatic seamen - - - - -	5	"	

Every person when applying for a benefit fund certificate shall declare whether he selects the benefits provided for—1st, death or total disablement; or 2nd, allowance in case of accident; or 3rd, half of the amount payable in each case.

In case any district registrar shall refuse to issue a benefit certificate, the applicant may appeal to the district committee, whose decision shall be final.

The rules of the benefit fund, which are simple and only framed to prevent misconduct and fraud, are appended to each benefit certificate, and should be carefully read and obeyed by the holders of the certificates.

By order of the executive,  
G. A. LAWS,  
General Manager.

## APPENDIX LXXIV.

PORT OF CARDIFF.—RETURN showing Rates of Wages for Steam Vessels (Mediterranean Trade) since 1885.

Period.	A.B.'s.		Firemen.		Remarks.
	£	s. d.	£	s. d.	
1885. January to April - - - - -	3	10 0	3	15 0	
" May - - - - -	3	10 0	4	0 0	
" June to December - - - - -	3	10 0	3	15 0	
1886. January and February - - - - -	3	10 0	3	15 0	
" March to December - - - - -	3	5 0	3	10 0	
1887 - - - - -	3	10 0	3	15 0	
1888. January to November - - - - -	3	10 0	3	15 0	
" November and December - - - - -	4	0 0	4	5 0	
1889 - - - - -	4	5 0	4	10 0	
1890 - - - - -	4	10 0	4	15 0	
1891 - - - - -	4	10 0	4	15 0	

APPENDIX LXXV.

NATIONAL AMALGAMATED SAILORS AND FIREMEN'S UNION OF GREAT BRITAIN AND IRELAND.

Executive Committee, Central Offices,  
174, High Street East,  
Sunderland, May 27th, 1889.

GENTLEMEN,

I AM directed by the executive council of the National Amalgamated Sailors and Firemen's Union of Great Britain and Ireland, respectfully to request that, on and after Monday, the 3rd day of June, proximo, the following rates of wages will be paid out of all ports of the United Kingdom, viz.:

SCALE OF WAGES.

WESTERN OCEAN.

STEAMERS—Passenger Boats.

	£	s.	d.
Sailors	-	-	5 0 0
Firemen	-	-	5 0 0
Trimmers	-	-	4 10 0

BRAZILS—West Indies and Suez Canal.

Sailors	-	-	4 5 0
Firemen	-	-	4 10 0
Trimmers	-	-	3 15 0
Donkeymen	-	-	5 10 0
Boatswain	-	-	4 15 0

MEDITERRANEAN.

Sailors	-	-	4 10 0
Firemen	-	-	4 10 0
Trimmers	-	-	3 15 0
Cooks	-	-	5 5 0
Stewards	-	-	6 5 0
Donkeymen	-	-	5 10 0
Boatswain	-	-	5 5 0

BALTIC—Voyages not extending over 1 month.

Sailors	-	-	5 0 0
Firemen	-	-	5 0 0
Trimmers	-	-	4 10 0
Cooks	-	-	5 15 0
Stewards	-	-	6 15 0
Donkeymen	-	-	6 0 0
Boatswain	-	-	6 0 0

WEEKLY STEAMERS—COASTERS—Colliers.

Sailors	-	-	1 12 8
Firemen	-	-	1 12 8
Stewards and cooks	-	-	1 16 0
Where no engineer's steward is employed	-	-	2 0 0
Donkeymen	-	-	1 16 0

CHANNEL—Passenger Boats.

	£	s.	d.
Sailors	-	-	1 10 4
Firemen	-	-	1 10 4
Cooks	-	-	-
Stewards	-	-	-

SAILING SHIPS.

WESTWARD.

Sailors	-	-	4 0 0
Cooks	-	-	4 15 0
Stewards	-	-	5 15 0

MEDITERRANEAN.

Sailors	-	-	4 0 0
Cooks	-	-	4 15 0
Stewards	-	-	5 15 0

BALTIC.

Sailors	-	-	4 0 0
Cooks	-	-	4 15 0
Stewards	-	-	5 15 0

SOUTHWARD.

Sailors	-	-	3 10 0
Cooks	-	-	4 10 0
Stewards	-	-	5 10 0

COASTERS.

Sailors	-	-	4 0 0
---------	---	---	-------

You will observe that the rates for the Baltic trade are a little higher than those of the Mediterranean and Brazil trades. Our reason for this is that sometimes the Baltic voyage does not extend over 28 days, and men are compelled, when paid off at the port of discharge, to pay their train fare to their respective homes, which causes a considerable reduction in their wages. We trust you will see your way to adopt this scale of wages for the future, so as to prevent any inconvenience arising either to owners or men through the stoppage of work.

I am, Gentlemen,  
Your obedient Servant,  
J. H. WILSON,  
General Secretary.

To the Shipowners of  
the United Kingdom of  
Great Britain and Ireland.

APPENDIX LXXVI.

RULES OF THE SOUTHAMPTON FREE LABOUR ASSOCIATION.

An Association consisting of Workmen and Employers in the Port of Southampton, for their mutual benefit, and for maintaining and promoting the trade of the Port.

Objects:

- (a.) To maintain and increase the trade of the Port by securing freedom of agreement between workmen and employers.
- (b.) To prevent strikes and other serious hindrances to the welfare of the Port, by promoting mutual discussion and consideration of all differences between workmen and employers.

1. *Membership.*—All workmen and employers of labour in the Port and Town of Southampton are eligible for membership.

2. *Council.*—The Council of the Association shall be formed of workmen and employers in equal numbers, and shall consist of not less than 20 members, each

member shall have one vote only, a quorum to be equal numbers of workmen and employers. The Council shall be chosen in the month of March, at the annual meeting of the Association, and shall, as far as possible, consist of the representatives of the Steam Shipping Companies, the Dock Company, and the various trades of the Port. The council shall appoint the necessary officers of the Association.

3. *Committees.*—There shall be two Committees, one shall consist of workmen and the other of employers, and there shall be joint meetings of the two Committees for consultation and counsel. Each Committee shall appoint its own chairman and secretary, and meet as it may from time to time decide, five to form a quorum.

4. *Election of Committees.*—Each section or sub-section of the Association shall annually, in the month of January or February, elect its representatives on

the Committee. No member of the Committees shall sit for more than two years in succession, but this regulation may be suspended by the vote of the annual meeting of the Committee.

5. *Vacancies.*—Any vacancies on the Council or Committees shall be filled up by those bodies at the next or subsequent meeting.

6. *Register of Workmen.*—All workmen joining the Association to be registered, and to receive a certificate of membership.

7. *Employment.*—The secretary shall at all times upon application afford assistance to any employer requiring workmen, and also aid members of the Association to obtain employment.

8. *Funds.*—All employers joining the Association shall contribute to its working expenses, and mercantile firms indirectly employing labour are eligible as members.

9. *An Accident and Benevolent Fund* to be established.

10. *Joint Conference.*—A member desiring to bring before the Association any matter (within the objects of the Association), shall make a statement to the Committee of his section, and the committee shall decide whether the matter shall be further considered, and if thought desirable the two Committees shall meet for conference thereon.

11. *By-laws.*—The council shall have power to make, amend, or cancel by-laws, and generally conduct the business of the Association.

12. *Alteration of Rules.*—No rule shall be altered except at a general meeting of the Association.

March 20th, 1891.

## APPENDIX LXXVII.

### SOUTHAMPTON FREE LABOUR ASSOCIATION.

#### RULES OF THE ACCIDENT FUND (1891).

1. All registered members of the Association are eligible.

2. The subscription is 1*d.* per week per member.

3. A payment made on any day will entitle the member to benefit should an accident occur to him within seven days.

4. On each payment of 1*d.* a member will receive a ticket which must be produced in the event of a claim on the fund. Special arrangements will be made, if desired, for the collection of the subscriptions at the places where members are employed.

5. Members may pay in advance 1*s.* per quarter, which shall entitle them to benefit for 13 weeks from such payment.

6. In case of accident during work, a member shall be entitled to receive the following payments:—

(a) Total disablement	-	10 <i>s.</i> per week.
(b) Partial	"	5 <i>s.</i> "

Payments to cease on recovery, or at the end of 10 weeks from accident.

7. In case of fatal accident, a member's family shall be entitled to receive the sum of 8*l.*, payable in such manner, or in such instalments as the Committee may decide.

8. The Committee shall consist of six members, of whom three shall be employers and three shall be workmen, two to form a quorum, to be elected annually from the Joint Committee of the Association.

9. Notice of accident must be given at the office of the Association within three days.

10. The Committee shall have power to decide whether benefit payment is due and whether for total or partial disablement, and in special cases they may extend the period of accident pay if a majority of each section of the Committee so agree.

11. The Committee shall have power to make necessary by-laws, and to adjust any matter in dispute.

12. The members shall assist the Committee when requested in sick visiting, or otherwise.

#### RULES OF THE SEA-GOING SECTION SICK FUND (1891).

1. All sea-going members of the Association are eligible, subject to satisfactory medical examination.

2. A subscription of 2*d.* per week entitles a member, provided he is already enrolled in a benefit society and has, in sickness, the attendance of its medical officer, to receive during sickness on shore, 10*s.* per week, for a period of 10 weeks, to be reduced to 5*s.* per week for a further term of 10 weeks.

3. A subscription of 3*d.* per week will entitle a member to the privileges named in Rule 2 with the further benefit of the attendance of the medical officer of the Association.

4. Payments of the weekly subscriptions shall be made during office hours at the office of the Association, and entered upon a card provided for that purpose. Payments may be made in advance.

5. Any member in arrears six weeks shall not be entitled to benefit under these rules unless he can give reasons, for his being in arrear, satisfactory to the Committee.

6. The Committee shall consist of six members, to be elected annually from the Joint Committee of the Association, of whom three shall be employers.

7. Notice of sickness must be given at the office, accompanied by medical certificate.

8. The Committee shall appoint sick visitors, and shall have full power to decide as to payment of benefits, &c.

9. The committee shall have power to make necessary by-laws.

10. The committee shall have power to appoint a medical officer.

#### RULES OF THE SAVINGS BANK (1891).

1. Deposits of 1*d.* and upwards may be made by members at any time during office hours.

2. Every depositor will be furnished with a bank book free of charge.

3. Withdrawals will be paid on Saturdays, if notice of the amount required is given not later than Thursday. Under special circumstances this notice may be dispensed with.

4. A bonus will be added to deposits at the rate of 1*d.* per pound per month. The bonus will be paid only on completed sums of 5*s.*, and no fraction of a 1*d.* will be allowed.

5. The committee of the Association reserve the power

to decline deposits, and to fix the maximum upon which the bonus named in Rule 4 will be given.

6. The money received shall be paid into the Post Office Savings Bank in the name of two trustees.

7. No person will be allowed to have in this bank at one time more than 5*l.* in all. So soon as the amount paid by any depositor reaches 1*l.* he will be assisted to open a separate account in his own name at the Post Office Savings Bank; and he will thus be able, if he wish it, to make his subsequent payments direct to the Post Office. As, however, no deposit of less than 1*s.* can be received at the Post Office Savings Bank he may continue to pay into this bank as before.

## APPENDIX LXXVIII.

TABLE showing NUMBER of CASUAL MEN employed by the SOUTHAMPTON DOCK COMPANY on the FIRST SIX WORKING DAYS in each month, commencing November 1890 and ending October 1891.

Date.	Six Days.	Six Nights.	Average per Day of 24 hours.
1890—November - -	1,948	506	409
December - - -	1,936	414	393
1891—January - - -	1,596	209	301
February - - - -	1,805	213	336
March - - - - -	1,816	401	286
April - - - - -	1,203	385	248
May - - - - -	1,304	472	296
June - - - - -	2,440	699	523
July - - - - -	3,791	1,896	948
August - - - - -	1,883	492	396
September - - -	1,542	491	339
October - - - -	1,457	506	327

## APPENDIX LXXIX.

## STATEMENTS showing how MEN were treated by STRIKERS.

## WITH THE STRIKERS.

The following narrative was taken down by the Allan Line Dumfries agents from a very quiet decent labouring man whom they had engaged to work at the Allan vessels:—

"On Thursday last the agents for the Allan Line in Dumfries engaged and sent off four of us by the 8.38 train. We were to get 23s. a week and our board and lodgings during the strike. We all thought that a labouring man who struck for 23s. a week deserved to starve. We arrived at St. Enoch's all right about half-past 11 in the forenoon, and were met by two gentlemen at the station. One of them wore spectacles, and they took us into the refreshment room before we started and gave us a little refreshment, then we walked off towards the office in Great Clyde Street. But we had scarce got 200 yards out of the station when we were surrounded by a crowd of about 500 men. The two gentlemen were attacked and I saw the one with the spectacles get his hat knocked off and his spectacles broken. We four men were seized hand and foot and carried off, the crowd cheering loudly. After a bit we were set down and dragged along by the crowd to a place which looked like a large empty house of two apartments, a dingy looking place. Here we were imprisoned. There were a couple of forms and two or three old chairs, a tin can of water with a tin ladle. The secretary, a fellow that I once saw spouting in the square at Dumfries about Home Rule or Land Restoration or something, came forward and looking me contemptuously in the face said 'Do you know where you will be shortly? In h— at the bottom of the Clyde. Your fare was to be kept off your first pay, but we'll see that you don't get your first pay you—'. There were men in there from London, Birmingham, and Dundee to whom he spoke. Some had been in a week, some two days and they could not get away. They only got one meal a day and had to sleep where they sat night and day. It was something awful. One poor foreigner, who could not speak a word of English, I was very sorry for. They were saying that if the authorities in Glasgow knew of it they would have the place cleared out quick. They seemed in great straits for money and had telegraphed to all the unions in the country to help them. They seemed to be quarrelling among themselves, and some of them seemed to be getting plenty of drink wherever they got it. They are a rough lot I can tell you. However, we kept bothering the secretary, or whoever he was, to give us something to eat, or let us out, till he seemed worried to

death, and at 10 o'clock at night us Dumfries fellows were marched out till we were about a mile out of the city, and there left, with the warning that if we came back again they would kick us to death. We walked on to Galston before we stopped. Then two of our number decided to go back, but I came on tramping all the road. A big Irishman took my letter of agreement and went down with it to the quay to get in and see what he could, and perhaps get some of them there to desert, but he was turned by policemen and came back swearing and cursing and telling us the men on board were working in chains. They kept swearing at the Dumfries agents and telegraphed to somebody in Dumfries to prevent any more men coming on."

Messrs. Allan confirm the man's statement as to his being brought down to their office and as to him and his comrades having been dragged from the custody of their staff as they were marching to a tug at the Broomielaw.

## HOW THE LABOURERS' UNION TREATS THOSE WHO TRUST IT.

I, Joseph Wood, of Leeds, hereby declare that I came from Leeds to work for the "Anchor" Line, but the union secretary, Mr. McHugh, said he would pay our fare back to Leeds if we stopped work; and on the faith of this we did so.

Instead of doing this, Mr. McHugh marched us about three miles out of Glasgow to Bellgrove.

He then told us that the reason he had brought us there was that his men were so excited that they had got revolvers (loaded), and he was afraid for our lives.

He said "I am sending you home," and put us in carriages at Bellgrove, not giving us tickets, but giving these to his own man that he sent with us.

When we got to Coatbridge, the railway station master and guards turned us out, stating that we were not booked any further.

The union man who was with us said he couldn't help it, but he would give us a shilling, but he only gave this to some. A lot have started to walk to Leeds, and a number are still at Coatbridge; I have come on to Glasgow, and am prepared to start work.

I solemnly swear that the foregoing statement is true.

(Signed) JOSEPH WOOD.

Glasgow, 15th June 1889.

The authorities at Coatbridge have been communicated with, and confirm the statement as to the men being booked only to Coatbridge and getting only a shilling.

## APPENDIX LXXX.

NATIONAL INSURANCE AND PROVIDENT FUND for BRITISH MARINERS,  
by Captain E. B. HATFIELD.

From the hazardous nature of their calling, mariners have their minds distracted from the subtle pursuits of business; they are debarred from the opportunities of meeting night after night in clubs, and following up the necessary arrangements of provident societies.

My proposition is that a national insurance and Provident Fund for British Mariners be founded, to be managed by a Committee of gentlemen representative of the various interests concerned, that is to say, the Government, the Shipowners, and the Mariners.

Every certified master or officer pay at the rate of 5s. per month, unless he quits the sea service and relinquishes his claims upon the Fund. Every seaman, other than master or officer, employed on board of vessels in the merchant service pay to the Fund at the rate of 2s. 6d. per month, which shall be deducted from his wages at any place where he may be paid off. Petty officers without B.T. certificates, stewards, cooks, pay and rank as seamen. Boys and apprentices shall pay half, and rank half as seamen in the Fund. Every foreign seaman sailing in British vessels shall pay the same as British seamen to the Fund, but unless he is married to a British woman and domiciled in this country, he shall not be entitled to any of the benefits of the Fund until he has served continuously in the British merchant service and paid to the Fund for 10 years, after which he shall be entitled to all the benefits of the Fund as a British seaman.

During the last 30 years about 300,000L. (unclaimed wages and effects) have been appropriated by the Government for various uses. The Government should refund that amount and pay it to the credit of Seamen's Fund to help to make a start.

Shipowners pay each voyage equal to whatever their crews pay. This system would form a Seaman's Accident Indemnity for Shipowners, except in cases of criminal culpability.

## SUMMARY OF CONTRIBUTIONS.

200,000 seamen at 2s. 6d. per month, pay annually -	£ 300,000
50,000 masters and officers at 5s. per month -	150,000
Dead seamen's effects, annually -	10,000
Fines, forfeitures, sea service, overloading, &c. -	10,000

Aggregate from sea service -	470,000
Contribution from shipping -	450,000
Say, in round figures -	920,000

The benefits proposed are:—Every British shipmaster or certified officer, having paid at least two years to the Fund as such, and being otherwise qualified, shall be entitled at the age of 55 or upwards, to 3l. per month. In case of death at any time after paying two years, his widow (if any) shall be entitled to 30s. per month for herself until she ceases to be his widow by death or marriage. His children (if any) under age shall each be entitled to 15s. per month until the age of 18. If there be no widow nor children, and there be depending upon and receiving assistance from the deceased, other near relations, it shall be optional with the Committee to grant an allowance according to circumstances.

Every British seaman in the service shall, after having paid at least two years to the Fund as seaman and being otherwise qualified, be entitled at the age of 55 or upwards to receive 30s. per month. In case of death at any time after having paid two years to the Fund his widow (if any) shall be entitled to 20s. per month for herself until she ceases to be his widow either by death or marriage. His children (if any) shall each be entitled to 15s. per month until they are 16 years of age. If there be no widow nor children, and there be depending upon and receiving assistance from him, other near relations, it shall be optional with the Committee, to grant an allowance according to circumstances.

Every applicant who claims the annuity at 55 years, or upwards, of age, shall show that he has served at least 10 years of his life at sea, in the British merchant service. He shall continue his payments to the Fund while receiving the annuity.

## ACCIDENT OR RELIEF FUND.

Every British seaman, including masters and officers, having served and paid at least two years in the British merchant service, shall be entitled to assistance in cases of personal injury or sickness incurred while in service, in the execution of his duty; such injury or sickness shall be duly certified by a doctor, and, when practical, by the master or officer in charge of the vessel, or some other person on board.

The pay to be, in case of master or officer, 3s. per day.

In case of all other seamen, 2s. per day. And it shall be optional with the managing Committee whether, upon application, the necessary medical expenses be defrayed out of the Fund, or any part thereof.

The Committee may also, if they think fit, compromise or settle any sick or accident claims by payment of a lump sum. It shall also be optional with the Committee (in cases of shipwreck and loss, when seamen and officers lose their clothes and effects) to grant to seamen a sum not exceeding 3l., and officers not exceeding 6l. and masters 10l.

## COMPUTATION FOR SAILORS' ANNUAL BENEFITS, WITH THEIR WIDOWS AND ORPHANS.

Sailors -	200,000
Less foreigners not in benefit -	30,000
British sailors entitled to benefit -	170,000
Deaths from all causes, at 2 per cent. -	3,455
Deduct one-seventh having no claims.	
Claimants, say, in round numbers -	3,000
Say one third leaving widows, at 12l. per annum -	12,000
2,000 orphans at 9l. per annum -	18,000
Sailors arriving at the age of 55, and becoming annuitants, say, 1,000 at annuity of 18l. -	18,000
	£48,000

## COMPUTATION OF BENEFITS TO OFFICERS, THEIR WIDOWS, AND ORPHANS, &amp;c.

Masters and officers certified in -	
British ships -	50,000
Deaths from all causes, 2 per cent. -	1,000
Say one-half married and leaving widows, 500 claiming 18l. per annum -	9,000
1,000 orphans at 9l. per annum -	9,000
Those arriving at 55 years of age, becoming annuitants, say, 300 at annuity of 36l. -	10,800
	£28,800

## SUMMARY.

Masters and officers, say, roundly -	28,800
Sailors -	48,000
Annuitants first year -	76,800
Annual grant to other dependent relatives, at discretion of Committee -	10,000
Accident and sickness, say, per annum -	20,000
Shipwreck Ins. -	20,000
	£50,000

The annuities would be cumulative by having to provide for the widows and orphans of the dead seamen annually, and live ones passing the age of 55, but there would also be a falling-off on the back years annually, which would bring the requirements of the annuity fund to a level at the end of about 40 years, so that the amount would not increase after that. Upon this basis, the amount required at the end of 40 years would be about 800,000L. annually for the annuities of old mariners, their widows and orphans. The grant to

other dependent relatives and the sickness and accident expenditure would be separate accounts, not cumulative; those claims would be dealt with off-hand, and settled up every year, which in this scheme would be fully provided for with an accumulation of the first years of unexpended balances, which at the end of 40 years would amount to 5,000,000L or more as a reserve, the interest of which would produce 150,000L which, added to 920,000L will furnish 1,070,000L annually. All over the age of 55, still going to sea, would become annuitants all at once after the first two years; the fund should have the two years' start to provide for that contingency.

The working expenses of the scheme would be very light, working in connection with the Board of Trade offices, say, 5,000L per annum. As British colonial ships and seamen trading here are necessarily included in these calculations, the figures admit of grants being made to their principal localities on an equitable basis,

Even if Government should refuse to assist to the full extent we ask for, the scheme is feasible, and ought to be carried out by contributions from the sea service and upon employers.

As there are some reasons why firemen should also be included in this scheme, they might be admitted on the seaman's scale. Engineers might also pay and rank the same as captains and officers.

I believe if this system were adopted, there would very soon be a better class of contented British seamen on board of ships, with a good supply of boys growing up in the service.

My advice to the British seamen is, hold themselves ready to form a national union with their employers, the latest and highest form of unionism; uphold their calling and profession as British seamen. The practised, skilled sailor will always be wanted on the sea, as a man of experience and knowledge of sea life, who can turn his hand to anything as emergency may require for the navigation of the ship. Be it steamer or sailing craft, open boat or common raft, skilled seamen are necessary the moment it goes afloat. Let me put it in rhyme for you:—

As long as the winds do blow,  
And the tides do ebb and flow;  
As long as there are fogs and mists,  
And gravitation's law exists,  
There must be skilled seamen.

And I strongly urge upon shipowners to stand by the sailors of this country; not let them drift away into the control of hostile unions, but establish a National Insurance and Provident Fund, by which a supply of good British seamen would always be maintained, and their families made comfortable.

Yours, &c.,  
E. B. HATFIELD.

April 1891.

## APPENDIX LXXXI.

EXTRACT from PAMPHLET showing an alternative proposal by Captain E. B. HATFIELD with regard to the Government contributing to the proposed Seamen's Insurance Fund.

My proposition is a National Insurance and Provident Fund for British Mariners, to be under the government of the Board of Trade, and to be managed by a Committee of practical gentlemen representative of the various interests concerned, that is to say, the Government, the Shipowners, and the Mariners.

The Committee to be composed of 21 members, five of whom shall form a quorum; there might also be a sub-committee. A chairman to be chosen by the Committee, who may be one of their number, he may also be removable by the Committee, subject to sanction of the President of the Board of Trade, the chairman to be paid a salary to be fixed by the Committee, and devote his time to the matters of the Fund.

There shall also be a secretary appointed by the Committee whose salary shall be fixed by them; there shall also be a treasurer to look after the receipts and expenditures of the Fund; he shall be appointed by the Committee at a fixed salary.

The office to be in London, the Committee to be chosen by election as follows: the Government appoint seven, the Shipowners appoint seven, the Mariners appoint seven, the kingdom to be divided into seven sections, each of which shall elect two members, a shipowner and a mariner, the mariners' representative shall have been in active sea service not less than 10 years, three years of which he must have been a master in the merchant service, he shall be elected by votes of certificated masters, officers, and seamen of not less than five years' standing in their respective districts. Incorporated Mariners' Societies shall have one vote for every 10 of its absent *bona fide* members, to be given by secretary or chairman, as authorised by their Committees.

Members of the London Committee shall receive no pay, but shall have their expenses paid when going to London to attend to the business of the Committee, the times of meetings, and personal expenses to be fixed by the Committee.

Every master, officer, and seaman employed on board of vessels in the merchant service shall be subject to a compulsory contribution from his wages, if not otherwise paid, towards a British Mariners' Insurance and Provident Fund. That is to say, every certified master

shall pay at the rate of 4s. per month until the age of 60, unless he quits the sea service and relinquishes his claims upon the fund. Every certificated officer shall pay at the rate of 2s. per month until the age of 60, which may be deducted from his wages, if not otherwise paid. Every seaman, other than master or officer, employed on board of vessels in the merchant service shall pay to the fund at the rate of 1s. per month until the age of 60, which shall be deducted from his wages at any Board of Trade, Consular, or Agent's office, or other place where he may be paid off. If a seaman quits the sea service, and wishes to avoid further payments, and disconnects himself from the fund, he may do so by giving written notice of that same to any proper authority and if he afterwards joins the sea service, he shall pay his arrears of contribution, and be entitled to all the benefits of the Fund; this same rule shall apply to all ranks in the service; petty officers without B.T. certificates, stewards, cooks, and all boys and apprentices shall pay and rank as seamen in the Fund; every foreign seaman sailing in British vessels shall pay the same as British seamen to the Fund, but unless he is married to a British woman, and domiciled in this country, and having paid to the Fund for at least two years, he shall not be entitled to any of the benefits of the Fund until he has served continuously in the British merchant service, and paid to the Fund for five years, after which he shall be entitled to all the benefits of the Fund.

Government should pay equal to whatever shipping pays, because shipowners and masters, who are also subject to pay poor rates, submit to this tax to assist in improving the condition of a most important class in the country, and thereby the poor rates will be relieved to a corresponding extent, which would be a sufficient reason if no other could be adduced; but seamen have other special claims for consideration. They are practically the bridge by which means the inhabitants of these islands are enabled to travel and trade—all over the world—and should be kept up even at some public expense, otherwise these islands would become mere isolated fragments of creation. Besides, the naval supremacy of this country depends to some extent upon having a large and efficient merchant service of British seamen as a nursery to the navy.

## CONTRIBUTION FROM SHIPPING.

	£
British and foreign tonnage coastwise enters United Kingdom ports annually 40,000,000 tons; say, at 1d. per ton	41,666
British and foreign tonnage from foreign ports and long voyages enter United Kingdom annually 30,000,000 tons; estimate half on short foreign voyages this side of the Equator 15,000,000 tons, at 1d. per ton	62,500
15,000,000 tons long voyages south of the Equator at 2d. per ton	125,000
Aggregate from tonnage	229,166
Say, in round figures	£230,000

No British ship to pay more than 3d. per ton register annually.

## SUMMARY OF CONTRIBUTIONS.

	£
200,000 seamen at 1s. per month, pay annually	120,000
30,000 officers at 2s. per month, pay annually	36,000
20,000 masters at 4s. per month, pay annually	48,000
Dead seamen's effects annually	10,000
Aggregate from sea service	214,000
Contributions from shipping	230,000
Government pays equal to shipping	230,000
	674,000
Interest, say, at least on first year's contributions	26,000
	£700,000

The benefits proposed are:—Every British shipmaster having paid at least one year to the Fund as master shall be entitled, at the age of 50, to 2l. per month, to be increased by 4s. per month for every additional year of his age until 60, when he will be entitled to 4l. per month, or 48l. per annum, which is to be the maximum; he shall continue his contributions between the ages of 50 and 60, which may be deducted if not otherwise paid. In case of death, at any time, his widow (if any) shall be entitled to two-thirds of the maximum annuity, for herself and children (if any). If she ceases to be his widow, by death or marriage, his children (if any) under age shall be entitled to one-half the annuity until the age of 18. If there be no widow nor children, and there be father or mother, or young brothers and sisters, depending upon and receiving assistance from the deceased they shall be entitled to one-half the maximum annuity.

Every certificated officer, as mate or second mate, in the British merchant service shall, after having paid at least one year to the Fund as officer, be entitled at the age of 50, to receive 30s. per month, to be increased by 3s. per month for every additional year of his age, until the age of 60, when he shall be entitled to 3l. per month, 36l. per annum which is to be the maximum; he shall continue to pay his contributions between the ages of 50 and 60, which may be deducted if not otherwise paid. In case of death, at any time, his widow (if any) shall be entitled to two-thirds of the maximum annuity. If she ceases to be his widow by death or marriage, his children (if any) under age shall be entitled to receive one-half of the maximum annuity until they are 18 years of age. If there be no widow nor children, and if there be father, mother, young brothers, or sisters depending upon and receiving assistance from him, they shall be entitled to one-half the maximum annuity.

Every British seaman, boy, or apprentice in the British merchant service, shall, after having paid at least one year to the Fund as seaman, be entitled at the age of 50, to receive 1l. per month, to be increased by 2s. per month for every additional year of his age until 60, when he will be entitled to 2l. per month, or 24l. per annum, which is to be the maximum annuity. He shall continue his contributions to the fund between the ages of 50 and 60, which may be deducted if not otherwise paid. In case of death, at any time, his widow (if any) shall be entitled to two-thirds of the

maximum annuity. If she ceases to be his widow by death or marriage, his children (if any) shall be entitled to one-half the maximum annuity, until they are 18 years of age. If there be no widow nor children, and there be father, mother, young brothers, or sisters depending upon and receiving assistance from him, they shall be entitled to one-half the annuity.

Every applicant who claims the annuity at 50 years of age shall show that he has served at least 10 years of his life at sea, half of which at least must have been in the British Merchant Service.

## ACCIDENT OR RELIEF FUND.

Every British seaman, including masters and officers, having served and paid at least one year in the British merchant service, shall be entitled to assistance in cases of personal injury or sickness incurred while in service in the execution of his duty; such injury or sickness shall be duly certified by two doctors, and, when practical, by the master or officer in charge of the vessel, or some other person on board.

The pay to be, in case of master, 4s. per day.

In case of officer, 2s. per day.

In case of all other seamen, 1s. per day.

And it shall be optional with the managing Committee whether, upon application, the necessary medical expenses be defrayed out of the Fund, or any part thereof.

The Committee may also, if they think fit, compromise or settle any sick or accident claims by payment of a lump sum. In all cases these claims shall run off at the end of each year and half year; but fresh applications may be made and considered; it shall also be optional with the Committee in cases of shipwreck and loss, when seamen and officers lose their clothes and effects, to grant to seamen a sum not exceeding 5l., and to officers not exceeding 5l., and masters (if not otherwise insured) 10l.

## COMPUTATION FOR SAILORS' ANNUAL BENEFITS, WITH THEIR WIDOWS, ORPHANS, AND OTHER DEPENDENTS.

Sailors (of all kinds)	-	200,000	
Less foreigners not in benefit	-	30,000	
British sailors entitled to benefit		170,000	
Deaths from all causes at 2 per cent.		3,400	
Deduct one-seventh having no claims.			
Claimants, say, in round numbers	-	3,000	
Say one-half leaving widows and orphans claiming two-thirds maximum annuity, 16l. per annum to 1,500		16	
		24,000	£
Say those who leave no widows, but have children and other relatives dependent, claiming half annuity, 1,500 at 12l. per annum			18,000
			42,000
Sailors arriving at the age of 50 and becoming annuitants $\frac{1}{3}$ per cent. yearly on 170,000, 850, say, 1,000 at medium annuity of 18l.			18,000
			£60,000

## COMPUTATION OF BENEFITS TO OFFICERS, THEIR WIDOWS AND ORPHANS, &amp;c.

	£
Officers certified in British ships, say	30,000
Deaths from all causes, 2 per cent.	600
Say one-half married, and leaving widows and orphans claiming two-thirds maximum annuity, 300 at 24l.	7,200
Those who leave no widows, but have children or other dependent relatives claiming one-half annuity	5,400
Those arriving at 50 years of age, becoming annuitants $\frac{1}{3}$ per cent. on 30,000 = 150, say, 150 at medium annuity, 27l.	4,000
	£16,600



COMPUTATION OF BENEFITS FOR MASTERS, THEIR WIDOWS AND ORPHANS, &c.

Masters in service, say	-	-	20,000	£
Death-rate, 2 per cent.	-	-	400	
Say three-fourths masters married, leaving widows and orphans claiming two-thirds maximum annuity, 300 at 32L	-	-	9,600	
One-fourth claiming half, 100 at 24L	-	-	2,400	
Annuitants arriving at the age of 50, say 1 per cent. on 20,000 = £200, annually at medium annuity of 36L	-	-	7,200	
			<u>£19,200</u>	

SUMMARY.

Masters	-	-	19,200	£
Officers	-	-	16,800	
Sailors	-	-	60,000	
			<u>95,800</u>	
Say	-	-	100,000	
Accident and sickness, say, per annum	-	-	50,000	

The annuities would be cumulative by having to provide for the widows and relatives of 3,000 dead seamen annually, and 1,000 live ones passing the age of

50, but there would also be a falling off on the back years of about 10 per cent. annually, which would bring the requirements of the annuity fund to a level at the end of 10 years, so that the amount would not increase after that. Upon this basis the amount at the end of 10 years would be 550,000L. annually for the annuities.

The sickness and accident expenditure would be a separate account not cumulative; those claims would be dealt with off-hand and settled up every year. So if we add from 50L. to 100,000L. to the other expenditure, the ultimate requirements would be between 600,000L. and 700,000L. per annum, which in this scheme would be fully provided for, with an accumulation of the first years of unexpended balances, which at the end of 10 years would amount to upwards of 2,000,000L. as a reserve. I have taken no account of the working expenses of the scheme, which, however, should be very light, working in connection with the Board of Trade, say, from 3,000L. to 5,000L. per annum.

Even if Government should refuse to assist to the full extent we ask for, the scheme is feasible, and ought to be carried out by contributions from the sea service and upon tonnage, and possibly other maritime interests might be made to contribute, if required, which I do not think would be necessary.

E. B. HATFIELD.

January 1685.

APPENDIX LXXXII.

PROPOSED "MANNING SCALE" FOR SAILING SHIPS AND STEAMERS.

There seems to be a general tendency to reduce the number of seamen on board of ships and steamers, and however reasonable that may have been in times past in the economy of labour by mechanical appliances which have been introduced into the sea service, the numbers now appear to be reduced to what is barely sufficient to attend to the various posts of duty in the watches.

MEMO.

Standard for manning sailing vessels—100 register should have not less than five men, including captain, and one man for every additional 50 tons up to 700 tons, including captain; above 700 tons there should be one additional man for every additional 100 tons.

Sailing.	Crew.	Sailing.	Crew.	Sailing.	Crew.	Sailing.	Crew.
Tons.	All told.	Tons.	All told.	Tons.	All told.	Tons.	All told.
100	5	500	13	1,100	21	1,900	29
150	6	550	14	1,200	23	2,000	30
200	7	600	15	1,300	23	2,200	32
250	8	650	16	1,400	24	2,400	34
300	9	700	17	1,500	25	2,600	36
350	10	800	18	1,600	26	2,800	38
400	11	900	19	1,700	27	3,000	40
450	12	1,000	20	1,800	28	3,200	42

In the manning of steamers I will only deal with the navigating crew, viz., captain, officers, and deck-hands or seamen, leaving the engineers, firemen, and all the engine crew to be supplied according to custom and requirements of each vessel, to allow for improvements which are continually going on. But there is a feeling abroad that many collisions and other accidents might occur from want of sufficient deck-hands to attend to the necessary duties promptly. I suggest the following rules for manning steamers, say, vessels of 100

tons net register shall have at least five men, including captain, in the navigation department, excluding those required for the engine department, and one additional man for every additional 50 tons net register up to 300 tons; and one additional man for every additional 100 tons up to 800 tons; and one additional man for every additional 200 tons above that, as per annexed scale. This is only intended for cargo steamers of the ordinary kind, the large ocean passenger steamships have their own special arrangements, which, in many instances, exceed these requirements.

Steamers	Navigating Crew only.	Steamers	Navigating Crew only.	Steamers	Navigating Crew only.	Steamers	Navigating Crew only.
Nett Tons.		Nett Tons.		Nett Tons.		Nett Tons.	
100	5	500	11	1,400	17	2,600	23
150	6	600	12	1,600	18	2,800	24
200	7	700	13	1,800	19	3,000	25
250	8	800	14	2,000	20	3,200	26
300	9	1,000	15	2,200	21	3,400	27
400	10	1,300	16	2,400	22	3,600	28

And, in order to encourage the carrying of boys and apprentices both in steamers and sailing ships, one-fifth of the total number may be boys upwards of 15 years of age. It is said that boys will not become seamen on board of steamers, but surely every service will produce skill after its kind, and steamers can bring up seamen skillful enough for their service if they will carry boys for that purpose.

I hope these suggestions may be of some utility in arriving at a standard sufficient, and not excessive, and check the tendency towards undermanning.

E. B. HATFIELD.

NOTE.—This amended scale has been approved of by the Liverpool Seamen's Protective Association.

E. B. H.

## APPENDIX LXXXIII.

## COPY of AWARD of the ARBITRATORS appointed by the HULL KEEL LIGHTER OWNERS' ASSOCIATION and the AMALGAMATED WATERMEN and LIGHTERMEN of the River Humber with regard to Hours and Wages.

We, the undersigned having been appointed by the Hull Keel and Lighter Owners' Association and the Amalgamated Society of Lightermen and Watermen of the River Humber, to arbitrate between these bodies on a dispute in wages and other terms,

After most careful consideration of the various clauses, have come to the following determination, which by agreement is to be binding on both parties.

## First.—WEEKLY MEN.

26s. per week, and  $\frac{1}{2}$ d. (three farthings), per last-dust money on cargoes of grain and seed in bulk, to be divided amongst lightermen filling out.

## Second.—SHIFTING LIGHTERS.

Between 5 and 6 o'clock a.m., also between 6 and 7 p.m., 1s. (one shilling) each man, and between 7 p.m. and 5 a.m., 2s. 6d. (two shillings and sixpence) each man, this for weekly men and casual men engaged in working the lighter. All casual shifts to be 2s. 6d. (two shillings and sixpence) night or day.

## Third.—CASUAL MEN.

5s. (five shillings) per day, if set on after 9 a.m. and before 12 o'clock noon to receive  $\frac{1}{2}$  day, if set on after 12 o'clock noon  $\frac{1}{2}$  day, and from 6 a.m. to noon  $\frac{1}{2}$  day, no man to be set on for less than  $\frac{1}{2}$  day. Dust money when filling out grain or seed in bulk to be paid at the same rate as weekly men.

## Fourth.—PIECE-WORK.

To be at the option of owner, and small craft under 20 (twenty) tons cargo not to be subject to the above regulations.

## Fifth.—OVERTIME.

When working at docks 3d., say, (threepence) per hour to be paid by owner, and when discharging at mills or warehouses owners to guarantee 9d. (ninepence) per hour.

## Sixth.—MEAL HOURS.

Dinner one hour, breakfast one hour, if meal hours worked the time to be taken as soon after as possible.

## Seventh.—NIGHT PUMPING.

1s. (one shilling) each time a man visits a lighter or lighters to pump them, town docks and harbour to form one pump—Alexandra Dock one pump—and Albert Dock one pump.

## Eighth.—SUNDAY PUMPING.

4s. (four shillings) to be allowed each Sunday for pumping, owners to have the option of arranging for pumping at a fixed weekly wage. The question of two men to each lighter not to apply to light lighters or vessels loaded with not exceeding 40 (forty) tons of cargo, excepting when working to or from the Alexandra Dock.

Each party to bear its own expense of arbitration.

(Signed) EDWARD N. HILL,  
JOSEPH D. WELCH.

Hull, 9th October 1890.

## APPENDIX LXXXIV.

## REPORT of the COMMITTEE appointed on the 20th August 1890 to consider with the REPRESENTATIVES of CAPITAL and LABOUR in the DISTRICT, the FORMATION either of CONCILIATION BOARDS, or of a GENERAL BOARD for the SETTLEMENT of DISPUTES.

To the Cardiff Incorporated Chamber of Commerce.

The Conciliation Committee think it well to preface their report by a statement of the circumstances in which they were appointed by the Chamber.

On the 7th August last, all work on the Taff Vale, Rhymney, and Barry Railways was stopped by a strike of their workmen. A meeting of the Chamber was held on the following Wednesday, by which time, the collieries served only by these railways, and from which nearly all the coal shipped at Cardiff and Barry is drawn, were at a standstill. The enormous losses and inconvenience resulting from this state of things need not be enlarged upon. By that time, however, the representatives of the companies and of the workmen were in frequent communication with a view to settling the matters in difference, and it had become abundantly clear that a settlement (actually arrived at on the following day) could not be far distant.

There was, at the same period, grave reason for anticipating a similar strike amongst the workmen at the Docks, a strike which would have for effect an even more complete cessation of coal shipments and other work than had been caused by the railway strike.

It was in view of these circumstances, a strike which had stopped the staple trade of the Port, a probable settlement, the result of communication between the parties, a further strike in anticipation, that the Chamber passed the following resolution:—

“That a Committee be formed to consider with the representatives of capital and labour in the district,

the formation either of Conciliation Boards, or of a General Conciliation Board for the settlement of disputes.”

And, in pursuance of that resolution, your Committee were thereupon appointed.

It was, of course, apparent that the wishes of the Chamber could not be met unless the operations of the Committee included the three companies affected by the strike, and also the Bute Docks Company. On reflection, it appeared desirable that, to begin with, only the representatives of these companies, and of their workmen, should be asked to confer. Some limitation of the Committee's invitations had to be fixed, and it was thought that any scheme acceptable to the four companies would command general acceptance, the directors of the companies being connected, directly or indirectly, with all the great industries of the district.

It should here be remarked that the committee had reason to know that a mere invitation to a conference of the representatives of the employers and workmen, would have met with a wholly insufficient response.

Accordingly the following circular letter was, on the 23rd August, addressed to the managers of the four companies and to the officials of the labour unions of workmen in and about the railways and docks. A general invitation was also made through the local press on the 30th August. The Committee had no desire to exclude non-unionists from the proposed conference, but it was, in the nature of things, impossible to deal with them in the preliminary inquiries which the circular was designed to set on foot.

## CARDIFF INCORPORATED CHAMBER OF COMMERCE.

DEAR SIR, 23rd August 1890.

You are probably aware that following upon the late strike the Cardiff Chamber of Commerce appointed a Committee for promoting the formation of a Conciliation Board in order to the amicable settlement of future labour disputes.

The Committee consist of Messrs. William Riley, president of the Chamber; E. R. Moxey, John Gunn, and Lewellen Wood. At a meeting held this morning I was instructed to bring the matter under your notice.

The Committee are fully alive to the great difficulties which have to be disposed of before the object of the Chamber can be attained, but the existence and successful working in many instances of Conciliation Boards justify the belief that these difficulties are not insurmountable. The Committee are at present of opinion that the Board in its inception should be representative only of the undertakings and industries affected by the late strike, provision, however, being made for the formation of subordinate boards similar in character, and in relation to the parent body, to the trade Conciliation Committees affiliated to the London Conciliation Board.

The Committee are now collecting particulars of the constitution and functions of existing Conciliation Boards, and hope that they may further the object of the Chamber by placing these particulars and suggestions arising out of them at the disposal of the parties interested. The Committee also hope that they may be of use as an intermediary, and possibly as affording a means by which a meeting of the representatives of the capital and labour in question may be arranged.

If you are favourable to the formation of such a board, and if you consider that the Committee can assist in its formation, I shall be glad to hear from you, whether you think that the next step of the Committee should be to call a meeting of the representatives of the undertakings in question and of their workmen, or whether the Committee, or some members of it, should first see you and confer personally on the matter.

I enclose copy of circular issued under similar circumstances by the Committee of the London Chamber, and which very closely describes the objects which the present Committee have in view.

I am, yours faithfully,  
W. L. HAWKINS, Secretary.

## EXPLANATORY CIRCULAR.

The Council has had particularly in view the necessity of giving capital and labour an equal representation and equal voting power in the organisation of the proposed London Conciliation Board and Committees.

Attention is specially called to the fact that this Board will not in itself be primarily, or of necessity, an arbitrating body, but its main object will be to bring the interested parties together for purposes of discussion and explanation at the earliest stage of any difficulty, with the view of preventing that difficulty reaching the acute stage of strike or lock-out; arbitration being only suggested in the last resort. It is hoped that the existence of a permanent board, composed of experienced and impartial representatives of both capital and labour, to whom any difficulty arising in the labour market can be referred for discussion and consideration at an early period may, by intervention in a friendly and disinterested manner, enable points of difference to be settled by mutual consent, without any stoppage of trade. Should the difficulty, however, prove to be acute, or not one of a nature for settlement on general grounds, the board will have power to assist the disputants in nominating special arbitrators. One very important function of the board will be to assist in promoting the formation of separate Trade Conciliation Committees for the various industries carried on in the metropolis, to whom all disputes affecting those particular industries will in the first instance be referred.

Taking the employers first, the Rhymney Company wrote on the 27th August that the circular would be laid before the directors at their next meeting to be held in October. Some further correspondence resulted in a letter from the Company, dated 8th October, stating that they were not disposed to take any action in the matter.

Your Committee's circular letter was addressed to Mr. Inskip and Mr. Geo. Fisher, as representing the Taff Vale Railway. No direct reply was received from them, but, at a meeting with Sir William Thomas

Lewis (to be referred to hereafter), Mr. James Hurman was present on behalf of the Taff Company.

The Barry Company also returned no direct reply to the circular letter, but Mr. Edward Davies and Mr. Hood were present at meetings with the Committee, or some members of it, invited by Sir William Thomas Lewis, who had very promptly responded to the committee's inquiries.

Speaking generally, your Committee were received with every form of courtesy, but indications were not wanting that these gentlemen did not regard the intervention of the Chamber as likely to result in advantage. The loss and inconvenience occasioned by the recent strike, the general belief that the strike might have been prevented by timely negotiation, and the apprehension of further similar labour troubles, had induced a wide-spread opinion that the relations between the four great companies and their workmen (of so much import to the community at large) were susceptible of improvement, towards which such a body as the Cardiff Chamber of Commerce might fairly hope to contribute. That opinion, was to all appearance, not shared by the companies' representatives who met your Committee. Recent events had perhaps caused them some uneasiness, but had not troubled the serenity of their minds by any sense of deficiency.

On the other hand, several meetings, at the instance of Sir William Thomas Lewis, actually took place; the subject was very fully discussed, and the Committee were made aware of Sir William Thomas Lewis's scheme, the Bristol Channel Docks' Association of employers and workmen, which was made public through the "Times" on the 8th September. That scheme (a copy of which is at the disposal of the Chamber), whatever may be its merits or defects, was so far encouraging as it showed that one of the most able and powerful employers of the district proposed to do something in the direction contemplated by your Chamber. It moreover furnished a useful indication of the lines on which your Committee's further inquiries should be conducted.

At the meeting before alluded to as attended by Mr. Hurman, Sir William Thomas Lewis's scheme (then made public) was very fully discussed, and it was admitted, in general terms though not specifically, that his proposals met with the concurrence of both the Taff and Barry Companies. At this meeting, as at other meetings, the companies were represented as averse to any Labour Board or Association, composed of other persons than the employers and their workmen's representatives and as determined to sanction no scheme for a Board, the workmen's representatives on which, should be elected by unionists only. Sir William Thomas Lewis also declared that he would be no party to a scheme apart from a benefit fund, to which employers and workmen should alike contribute. Sir William was on the point of leaving for America, and, although the companies' pretensions appeared altogether irreconcilable with the known views of the workmen, the Committee resolved, during Sir William's absence, to bring themselves into close touch with the workmen's leaders, and if possible, arrive at some basis of conference which would leave hope of ultimate agreement.

By way of clearing your Committee of any blame for delay, it may be stated that, with one or two exceptions, meetings with the workmen's leaders could not be arranged until the last week in September. It appears that this was due in great part to the Trade Union Congress in Liverpool.

Meetings eventually took place as follows:—

On the 24th September, with Mr. H. Orbell and Mr. T. Grant, Dockers' Union.

On the 26th September, Mr. Harford, Amalgamated Railway Servants; Mr. Davies, Trades Council Chairman; and Mr. Gardiner, Seamen and Firemen's Union.

On the 29th September, Mr. Stephens and Mr. Morgan, Cardiff, Penarth, and Barry Coal Trimmers' Association.

On the 14th October, Mr. T. Davies, Mr. T. Sullivan, Mr. Alfred Woodman, Mr. H. Holborn, Mr. Alfred Chubb, and Mr. George Stephens, deputation from the Trades Council.

Full reports of these meetings are in the possession of the secretary for future reference. Present purposes will be sufficiently served by a summary of the material views of the various delegates.

In the first place, it is pleasing to state that, to a man, they expressed themselves as grateful for the intervention of your Chamber. They were all agreed that the formation of a Conciliation Board was most desirable; that the original Board might with advantage be confined to the railways and docks, and the industries connected therewith; that provision for extension should be made by way of subsidiary boards; and that both employers and workmen connected with the Board should be bound, before taking part in lock-out or strike, to refer matters in dispute to the arbitration of the Board, to accept its decision.

As to the constitution of the Board, they were, substantially, agreed that it should consist of representatives of employers and workmen, in equal number; that the chairman should be an employers' representative, the vice-chairman a workmen's representative; that the chairman (or vice-chairman presiding in the chairman's absence) should have a second or casting vote, except in cases where there should be an equality of votes, with all the employers' representatives on one side, and all the workmen's representatives on the other, such cases to be provided for by arbitration; that the Unions, parties to the Board, should be bound to enforce the Board's decisions by such penalties as may be at the command of the Unions, and, particularly, by withholding union pay during the strikes resulting from non-compliance with the Board's decisions.

With one exception, the delegates were of opinion that the employers should select their own method of electing their own representatives to the board, and that no objection could be taken to a board largely composed of representatives of the four railway and dock companies.

There was a remarkable unanimity of opinion against the introduction of any "outside" or neutral element. No one was prepared to accept any *ex-officio* representatives, such as Members of Parliament, nominees of the Cardiff Council or Cardiff Chamber of Commerce, or ministers of religion. Eminent persons have been at great pains to make public very lenient views of the conduct of the working classes, and very liberal views of the rights and obligations of those classes towards others; but it is interesting and encouraging to note that, in this district, whatever may be the case elsewhere, the workmen's leaders are at one in preferring the employers themselves to any other individuals, however distinguished by position, philanthropy, or declared sympathy with popular pretensions.

To indicate the real nature of the differences and difficulties which now have to be described, the Chamber should know that, with one exception, all the Unions represented at the Committee's meetings are connected with the Cardiff Trades Council, which is described as an organisation for inter-communication and united working of all classes of associated labour. The exception is the Cardiff, Penarth, and Barry Coal Trimmers' Association, and the Committee understand that there are other important labour associations not affiliated to the Trades Council.

All the delegates considered that the workmen's representatives on a Conciliation Board should be elected by the labour unions embracing the workmen of the employers to be represented on the Board.

With the exception of the Trimmers' Association, all the delegates considered that the election of the workmen's representatives should be made by means of the Trades Council.

As the delegates claimed that their unions included a vast majority of the workmen, it was put to them that they need not object to an election of representatives by all the workmen of the employers represented, seeing that the unionists, being in a majority, could always ensure return of their nominees. The objections, from the employers' point of view, to creating a disability in respect of free labour were pointed out, and it was made apparent to the delegates that the formation of a board would be rendered impracticable if election by unionists alone were insisted upon. The delegates, for the most part, seemed disposed to agree that this pretension might be withdrawn, and that, provided the separate representation of certain classes of labour were safeguarded, election of workmen's representatives by all classes of the workmen interested might be conceded. At the last meeting, held on the 14th October, this question was agreed to be referred back to the Trades Council, and with the result conveyed by the following letters :—

CARDIFF INCORPORATED CHAMBER OF COMMERCE.

DEAR SIR, Cardiff, November 7th, 1890.  
 REFERRING to the meeting on the 14th ultimo, wherein you were good enough to promise, that you would group the different trades, with the view to assist my Committee in their efforts to form a Board of Conciliation which would be satisfactory to all concerned, I shall feel obliged, if you will let me have this at your earliest possible convenience, seeing that as little time as possible should be lost in such a cause.

Yours faithfully,  
 T. Davies, Esq., W. L. HAWKINS.  
 Chairman, Trades Council.

CARDIFF INCORPORATED CHAMBER OF COMMERCE.

DEAR SIR, Cardiff, November 8th, 1890.  
 My letter of yesterday's date was this morning brought under the notice of the president of the Chamber of Commerce, and he points out that it only deals with one of the questions which were referred back to the Trades Council.

The other question arose out of the determination of the Trades Council, which you communicated to my Committee, to be no parties to the formation of a Board unless all members were trade unionists, and elected by the Trades Council. My Committee asked you to reconsider this matter, and it was arranged that the Trades Council should be called together on the following Thursday to decide whether they would agree to the election of the men's representatives by the various bodies of workmen, including unionists affiliated to the Trades Council, other unionists, and non-unionists.

Yours faithfully,  
 T. Davies, Esq., W. L. HAWKINS.  
 Chairman, Trades Council.

CARDIFF TRADES COUNCIL.

13, Mark Street, Cardiff,  
 November 15th, 1890.  
 DEAR SIR,  
 I AM desired to inform you that the Council, having fully considered the question of the formation of a Conciliation Board, have finally decided not to take any part in such board which would be composed of unionists and non-unionists, as they feel they cannot concede to that principle.

I remain, yours faithfully,  
 J. RICHARDS,  
 W. L. Hawkins, Esq. Secretary.

The position, therefore, is that powerful bodies of workmen, whose co-operation is, in the judgment of your committee, absolutely necessary to the formation and successful working of a conciliation board, will be no parties to a board, the workmen's representatives on which are not wholly elected by the members of unions affiliated to the Trades Council.

Your Committee have now satisfied themselves that, not only the directors of the great companies, but most, if not all, of the other large employers of labour in the Port of Cardiff will never agree to such a partial representation.

Moreover, Sir William Thomas Lewis makes the creation of a benefit fund, to which employers and workmen should alike contribute, a *sine qua non* condition of his co-operating with any scheme for the regulation of wages disputes. To such a benefit fund no union leader, met by your Committee, is prepared to agree.

Your committee have further satisfied themselves that, with these radical differences in view, no such conference as was contemplated by your resolution, is now practicable, and that, if practicable, it could not result in advantage.

Your Committee are reluctant to own that they have failed to accomplish their mission. But, thus far, such is the fact, and so long as the parties directly interested preserve their present attitude, accomplishment will be impossible. Your Committee can only hope that their labours may have somewhat cleared the way to eventual realisation of the Chamber's wishes, and, if so desired, they will not object to continue in existence, watching the course of events, and prepared to act should an opportunity for successful action present itself.

It is perhaps necessary to add that the Committee have thought it inadvisable (if, indeed, unanimity had been possible) to express any opinion as to who is right or wrong on the questions raised by this report.

The proposals of Sir William Thomas Lewis are for an Association of the employers and workmen of the Bristol Channel. They have not as yet taken effect, and your Committee think it premature to consider the

federation of such an association with the proposed labour union. They, therefore, advise that Mr. Capper's invitation to Mr. Hawkins be declined.

WM. RILEY,  
JOHN GUNN,  
E. R. MOXEY,  
LEWELLEN WOOD.

W. L. HAWKINS,  
Secretary.

## APPENDIX LXXXV.

### MANIFESTO!!!

#### UNITED LABOUR COUNCIL of the PORT OF LONDON, "Wades' Arms."

To all whom it may concern,

The shipowners of London having broken through the custom of shipping their crews at properly constituted shipping offices, and decided to sign on board to the detriment of unionism generally, the above Council have decided to call upon workmen represented here to abstain from doing any work either direct or indirect that will conduce to the sailing of the vessels of

MESSRS. SHAW, SAVILLE, & CO.,  
NEW ZEALAND SHIPPING CO., AND  
BRITISH INDIA STEAM NAVIGATION CO.,

until they give an undertaking that for the future they will sign and discharge their respective crews at the regular shipping offices provided by the Board of Trade, and sign no other than members of N.A.S. & F.U.

This manifesto to take effect on Friday morning December 5th, 1890.

By order of the above Council,  
December 3rd, 1890.

#### The RIGGERS' OPINION on the PROPOSED STRIKE.

We, the undersigned, are hereby instructed by the members of the London United Riggers' Association to inform the United Labour Council of the Port of London that after having duly considered the reasons set forth in the manifesto issued by the council calling upon all workmen affiliated therewith to leave work on and after the 5th instant, in support of the National Amalgamated Seamen and Firemen's Union, our members have unanimously come to the conclusion that the grounds set forth in the said manifesto are utterly insufficient to call for such extreme measures, inasmuch as signing articles on board ship is in accordance with the Merchant Shipping Act of 1854, is always done in the presence of Board of Trade officials, and has been carried out for many years in certain firms with advantage to the crews and without any objection by the N.A.S. & F.U.; or any other body, consequently we cannot consider this a just ground for a strike, especially as the shipowners pay the full wages of the port, which we learn they have done in every case. The other reason given, viz., that owners should guarantee that none but members of the N.A.S. & F.U. should be shipped is equally absurd, inasmuch as many of our best sailors are not members of that particular union. The riggers of London, members of an old-established association, and sailors to a man claim the

ancient right and privilege to go runs, or even voyages, without being compelled to pay subscriptions into another union recently established.

We also maintain that the N.A.S. & F.U. has been very aggressive to other and smaller unions, and we have grave cause to complain of their treatment of the riggers of the Thames, members of the N.A.S. & F.U. doing rigging work under price and at the same time denying us the right to live by our legitimate calling.

They have declined to meet us on fair and equitable terms, and as they have never shown any spirit of friendship to our members or even unionism as between man and man, our members failing, as practical seamen, to see any reasonable grounds for a strike hereby emphatically decline to leave their work, with a view to support the N.A.S. & F.U.

Signed on behalf of the London Riggers,  
JAMES STANBURY,  
President,  
WILLIAM WATSON,  
Delegate,  
WILLIAM PATTERSON LIND,  
General Secretary.

## APPENDIX LXXXVI.

### "LONDON UNITED RIGGERS' ASSOCIATION."

Established 1853.

COPY of DRAFT of the RIGGERS' DEMANDS for remedying the existing GRIEVANCES between the MEMBERS of the above ASSOCIATION and the "NATIONAL AMALGAMATED SEAMEN AND FIREMEN'S UNIONS" to form the basis of negotiations between the accredited delegates of both Unions.

We demand of the "National Amalgamated Seamen and Firemen's Union" the following:—

1. That it shall not in any way interfere with *bona fide* members of the "London United Riggers' Association" going runs in vessels or doing tide-work, such being the legitimate and recognised work of ship-riggers.

2. That its members, unless *bona fide* members of a ship's crew, shall not be permitted to work at rigging work for more hours or less money than the recognised scale of riggers' pay, viz., 6s. per day from 7 a.m. to 5 p.m. including 1½ hours for meals, and 1s. per hour overtime, Sundays, Good Friday, and Christmas Day counting double time and overtime.

3. We also claim the right of our members going to sea in vessels, as occasion arises, without first having to take up a N.A.S. & F. ticket.

And we hereby request and expect, the "United Labour Council of the Port of London" to assist us in the above demands to the utmost of their ability and power.

(Signed) JAMES STANBURY,  
President.

(Seal) WM. PATTERSON LIND,  
General Secretary.

August 29th 1890.

## APPENDIX LXXXVII.

## LONDON UNITED RIGGERS' ASSOCIATION.

Established 1853.

## NOTICE TO MASTER RIGGERS.

The Committee of the above-named Association beg to inform Master Riggers and others employing Working Ship-riggers, that, in accordance with a resolution unanimously passed at a special general meeting of members, held on September 3rd, 1891—"The wages of Riggers employed at out-door rigging work during the four winter months between the last day of October and the first day of March of each year, shall be 7s. for the ordinary working day."

Considering the arduous and trying work performed by Riggers on board ship during the winter months, when aloft amongst rigging covered with snow and ice; together with the fact that the principal employers have themselves instigated this resolution by expressing

their ready willingness to pay the extra shilling for out-door rigging work, providing it was made a general rule for all to pay alike, the Committee sincerely trust that all our employers will as readily agree to the terms of the above resolution, which will come into operation on the morning of November 1st next.

The Committee will be glad to receive communications upon the subject from the employers, addressed to—

The General Secretary,  
London United Riggers' Association,  
The Blue Posts Tavern,  
West India Dock Road, E.

October 1st, 1891.

## APPENDIX LXXXVIII.

VERBATIM COPY (supplied by Mr. NEWMAN in a Letter to the Secretary, dated June 29th, 1892, in reply to an application for the document referred to in question 14,531) of the AGREEMENT with ALLAN BROS. & CO.

30/11/91.

You are appointed to look after the Shipping of our Crews—All so will Engage Suitable men and attend Punctually at the time of Signing on—And also be present when the Vessel Sails with Substitutes—Present Weekly Wages 20/.

ALLAN BROTHERS Co.

To Mr. Newman.

## APPENDIX LXXXIX.

Consecutive Office No. 313 b.  
Departmental, 1066,  
Superintendents, 74.

Board of Trade,  
Marine Department,  
Revised September 1891.

## INSTRUCTIONS TO SUPERINTENDENTS OF MERCANTILE MARINE OFFICES.

(In substitution of Circular of the same number dated March 1887. Previous editions of this Circular should be destroyed.)

## ENGAGEMENT AND DISCHARGE OF SEAMEN ON BOARD SHIP.

Officers and seamen may be engaged and discharged on board ship under the following conditions:—

*Engagements.*

1. A form of application for the engagement to take place on board must be filled up by the master or agent at least 24 hours before the time fixed for the attendance of the deputy, except in special cases of urgency in which the superintendent can make arrangements in less time. Form Eng. 12 should be used for this purpose.

2. The ship's articles, showing the conditions of agreement, the officers' certificates, and the other documents usually required, must be lodged with the superintendent with the application.

3. When the articles of agreement are signed on board, a fee of 1s. is to be paid at each visit for every man who signs the articles, but if more than 40 sign at one visit, not more than 2l. are to be charged for that visit. The receipt for the fees paid should be given on Form 7.

4. When an officer of one of the Board's steam launches attends for the purpose of witnessing the engagement of officers and seamen including substitutes, the same fees are to be charged.

*Steam Launches.*

5. The steam launches are not to proceed beyond the following limits when employed in the engagement and discharge of seamen under this instruction, viz:—

*Thames.*—Between Greenhithe and the powder buoys in Gravesend Reach. If the service of the launch is required between the Powder Buoys and Lower Hope Point an additional charge of 6s. will be made. Between that point and Hole Haven, 1l.

*Clyde.*—Between the tail of the bank off Greenock including the Gareloch, and Dunoon, including Holy Loch.

*Bristol Channel.*—Between Walton Bay and Sharpness, including King Road, a distance of 80 miles.

In cases where the services of a deputy superintendent are required beyond these limits, a vessel for the purpose of his conveyance must be supplied by the shipowner.

*Discharges and Re-engagements.*

6. Discharges on board can be allowed to take place only under special or urgent circumstances, which must be made out to the superintendent's satisfaction.

The fees for seamen discharged will be the same as for engagements; but if, at the time a crew is discharged, any of the seamen are re-engaged or any new men are put on the articles, no fee is to be charged for such re-engagements or new engagements.

7. Any seamen subsequently engaged (including substitutes), should be charged for at the rate of 1s. per man up to 40s.

8. Engagements and discharges on board can only take place when the work of the superintendent's office permits. Applications should be dealt with in turn.

9. The above are the charges for the work if done during the office hours of the Port.

*Overtime.*

*Shore Staff.*—If attendance is required out of the usual office hours of the Port, the following overtime charges should be made in addition to the above fees:—

1. From 8 a.m. to the usual hour for opening the office, and from the usual hour of closing the office to 6 p.m., 10s. per hour.

2. Between 6 p.m. and 8 a.m., 20s. per hour.
  3. On Sundays and public holidays, 20s. per hour.
- Time occupied in travelling between office or home and ship, is not to be deemed overtime, but the time the officer is required to remain on board is to be charged for at the usual scale.
- Boat Staff.*—No overtime fees are to be charged by the staff of the river launches.
10. Any travelling or other expenses to which the office may be put must be repaid by the owner of the ship for which they have been incurred; except in the following case. Where an officer is travelling out of office hours between the ship and the Mercantile Marine Office for more than half an hour beyond the time charged to the ship, his allowance at the usual overtime rates for each additional hour or part thereof is to be charged to the Board of Trade. No remuneration can be allowed for fractions of half an hour, and if an officer proceeds direct to his home instead of to the office, and the time taken is longer, the charge should be limited to the time that would have been occupied had he returned to the office. The superintendent should be satisfied that the travelling allowance is due before he makes the payment, and a note of the circumstances of

- the case should be added to the voucher, together with the distance the ship was from the office.
11. All the rules contained in the Merchant Shipping Acts as applying to engagements and discharges in the mercantile marine offices are to be observed in engagements and discharges taking place on board. It is to be clearly understood that the seamen's rights with regard to wages and freedom of action must in no way be prejudiced.
  12. A return of the work performed under this instruction should be made to the Board as hitherto (on Form Eng. 4 or Eng. 12).
  13. Paragraph 85 of the Superintendents' Instructions, 1879, is cancelled:

HENRY G. CALCRAFT,  
Secretary.  
GEORGE J. SWANSTON,  
Assistant Secretary.

M. 17,892.

1890.

M. 11,228.

1891.

M. 13,663.

1891.

## APPENDIX XC.

### A FEW, OF MANY, CASES OF ASSAULTS UPON FEDERATION CREWS.

- |   |   |
|---|---|
| <p>1890.<br/>Nov. S.S. "Kaikoura," several of the crew assaulted in the Royal Albert Docks.</p> <p>" S.S. "Upupa," and other steamers of the Cork Company, members of the crew assaulted in the streets and at railway stations en route to join their respective vessels.</p> <p>" S.S. "Mamari," a serious assault on Federation officer, and several minor assaults on crew both on days of signing and on joining vessel; some had clothes stolen.</p> <p>Dec. S.S. "R. W. Boyd," intimidation and assault on members of crew in the Millwall Docks.</p> <p>" S.S. "Tongariro," assault on men in Royal Albert Docks, two brothers, trimmers, were knocked down and their advance notes taken from them.</p> <p>" S.S. "Jama," several serious cases of assault upon crew in dock.</p> <p>" S.S. "Damasco," several serious cases of assault upon crew in Royal Victoria Docks.</p> <p>" S.S. "Michigan," several serious cases of assault upon crew in dry dock.</p> <p>" S.S. "Murrumbidgee," several serious cases of assault upon crew in South-western Dock.</p> <p>" S.S. "Maraca," several serious cases of assault upon crew in East India Docks.</p> | <p>1890.<br/>Dec. S.S. "Tekoa," several serious cases of assault upon crew in South-western Dock.</p> <p>" S.S. "Arawa," several serious cases of assault upon crew in Royal Albert Docks.</p> <p>1891.<br/>Jan. S.S. "Dorunda," several serious cases of assault upon crew in Royal Albert Docks.</p> <p>" S.S. "Aorangi," serious assault, and robbery, on donkeyman (Adams), and minor assaults on others.</p> <p>" S.S. "Merkara," several of the crew assaulted, Royal Albert Docks.</p> <p>" S.S. "Beatrice," several of the crew assaulted, Royal Victoria Docks.</p> <p>" S.S. "Hubbuck," several of the crew assaulted, South-western Dock. Two men's bags of clothes stolen and seven men "spirited" away.</p> <p>" S.S. "Coptio," several cases of assault on crew.</p> <p>" S.S. "Richmond Hill," several cases of assault on crew in Royal Albert Docks.</p> <p>" S.S. "Ludgate Hill," several cases of assault on crew in Royal Albert Docks.</p> <p>" S.S. "Jolunga," several cases of assault on crew in Royal Albert Docks.</p> <p style="text-align: center;">&amp;c.                      &amp;c.                      &amp;c.</p> |
|---|---|

## APPENDIX XCI.

### EXTRACT from "SEAFARING" (July 25th, 1891) giving REPORT of a SPEECH made by MR. J. HAVELOCK WILSON.

MR. J. H. WILSON, who was

HEARTILY GREETED,

thanked them for the welcome they had given him, and ironically expressed his surprise that they should have so cordially received a person who had been a sojourner in one of Her Majesty's hotels (laughter). He was the more surprised at it, considering the statement that had been made by Mr. Laws (groans) that trades unionism in Hull was dead and a thing of the past (laughter). Judging by that large meeting, and the enthusiasm of those assembled there, they were able to throw the lie back into Mr. Laws' face (applause) and tell him that trades unionism was more in force to-day in the port of

Hull than ever it had been (applause). Dealing with the question of his imprisonment he said that prison was no deterrent. The magistrate who sent him to prison for doing what he considered he had a perfect right to do, never made a greater mistake in his life (applause). He had some respect for Her Majesty's hotels before he went to one; but having been there and enjoyed what he had seen there, he was now

PREPARED TO DO SIX MONTHS,

instead of six weeks at any time (laughter and applause). He had also discovered a few things, and one was that many an unfortunate sailor was not afraid to go to prison for daring to tell the owner that he would not

riak his life by going to sea in a ship that was not seaworthy, or that was undermanned. Mr. Laws had described him to the Labour Commission as an agitator, which he (Mr. Wilson) considered to be one of the greatest compliments that could be paid him. Mr. Laws also told the Commission that their Union was the Union, and that it was a tyrannical Union—one that was fighting and doing all the mischief. He also said that the secretary was a man who went round the country telling the unfortunate men that the shipowners were trying to murder and rob them; and stated that he could, if necessary, produce about a hundred speeches delivered by the secretary of that Union—that was himself (Mr. Wilson)—in which he had accused the ship owners of, being

#### ROBBERS AND MURDERERS.

(Applause.) Had Mr. Laws only asked him he would have given him a copy of those speeches, because what he said with reference to the shipowners at any time in their absence he was prepared to repeat to their face on any public platform. He said that many of these were guilty of deliberate and wilful murder. (Hear, hear.) He said that many of them had for years systematically robbed their sailors. (Hear, hear.) He said that some of them had robbed the widows and orphans of the seamen; and if they wanted proof he was quite prepared to bring it, and point to the men who dared to rob those widows and orphans. (Applause.) There were various ways of killing a cat. They could either drown it in the rainwater butt, or chop off its head, or strangle it, or send it to sea in an unseaworthy ship with a lot of iron attached to it, and sink it. (Applause.) Of all kinds of murderers he would rather meet the man who would attack him openly in the street, where he could defend himself. But

#### WHAT COULD SAILORS AND FIREMEN DO

to save their lives when there were men employed before a ship left the harbour to punch a hole in the bottom of the vessel so that as soon as ever it got outside she would founder, because an extra dose of insurance had been put upon it. (Applause.) A book was about to be published, which would not give names of persons or ships, but anyone who had a knowledge of shipping circles would be able to find the respectable shipowners who had a ship that was insured for 60,000l. that was not worth 30,000l.; and how when an officer went down into the stoke-hole, when the vessel was in the London Dock, he found the chief engineer in the act of making small holes in the bottom of the ship; and further, how that after the ship had got to sea from three to four hundred miles from land, they discovered that the stoke-hole was filling with water and that the water was coming through in the place where these holes had been bored. Did not that look suspicious? That second officer was

#### OFFERED MONEY

if he would not give evidence at the inquiry that was held into the loss of the ship. Fortunately, the men did not lose their lives in the ship; but if they had done—and the owners had made no extra provision, nor taken any extra precaution for the saving of life—the owners would have been guilty of as deliberate a murder as was ever committed. (Applause.) He was reminded of another shipowner who was a strong advocate of the pension fund for seamen; he was the owner of a ship that sailed from a port in Scotland. The men had been 12 hours on board, when it was found that the boilers were absolutely rotten. The crew refused to go any further, and they put into harbour, the men being threatened with imprisonment. Some temporary repairs were done to the boilers, and she went out again; but before they had got a few more hundred miles they were compelled to put into another harbour, where more temporary repairs were done. She was then again sent on her voyage, and was never heard of again. She

#### FOUNDERED WITH ALL HANDS.

Two of the men, sooner than go in that ship, committed a crime when in harbour—they stole a piece of rope so that they would be sent to prison. They told the magistrates why they had done it, and he sent them to six days' imprisonment, and as soon as the vessel had gone they were released. These men were there to tell the story of the rotten boilers. The vessel was worth 16,000l., but the owner got 30,000l. upon her loss. If that was not murder, he did not know what was. A

man who did that—it was not to prison he should go, but should be hung. (Applause.) Ships were foundering every day, and they were told it was the act of God. What a mockery! Now for the robbery. He believed there were honourable men engaged in the shipping industry. At the same time he knew there was a gang of cut-throats and robbers engaged in the business. (Hear, hear, and a voice: "They all are.") No; they were not. There were bad men amongst sailors and firemen. There were bad men amongst all classes of society, and they had no right to condemn the whole of any portion of the community because there were black sheep in their midst. (Applause.) He went on to say that there were respectable shipowners in Hull who had been guilty of

#### ROBBING THE MEN;

and he referred to a case of reward for salvage, in which he said the amount obtained came to 12l. per man, but they only got 30s. apiece. ("Shame.") With reference to robbing the dead, he said there was a shipowner in Scotland who bought an old crank ship and sent her to sea, when she foundered with all hands. The men's wages, after deducting their half-pay, amounted to 27l. What did this respectable owner do? He made up an average account, in which he charged some of the men with drawing 7l. in one week when abroad. (Cries of "Shame.") He knew his hearers would smile at that. The usual sum they drew was 5s.—(laughter) and then they were jolly lucky to get that. (Applause.) But this owner so accounted for the money that he left only 3l. for each of the widows, and sent the account into the Board of Trade, who passed it as correct. ("Shame.")

#### FORTUNATELY THERE WAS THE SAILORS' UNION,

and they said they did not believe in the average account, for they knew the men had never drawn so much money when abroad. So they went for the full amount, and the owner, after twisting and wriggling, offered first 10l., then 15l., then 20l., but eventually he had to disgorge the whole lot. (Applause.) But this did not teach him a lesson, for in about nine months the same thing happened, and he had again to disgorge. He (Mr. Wilson) was collecting evidence of these facts to lay before the Labour Commission, and he should be able to prove them up to the hilt. Proceeding to refer to the question of more direct labour representation in the House of Commons, he said he wished to deal with Mr. C. H. Wilson, one of their Hull members, and the Cattle Trade Bill. Something, he said, ought to be done in the interest of the lives of the men to regulate the

#### ATLANTIC CATTLE TRADE.

Mr. C. H. Wilson posed as the friend of the workers, but he did not call any man a friend of the workers because he put his hand in his pocket and gave them a share of what actually belonged to them. If this man was a friend of the workers, how came it that he had opposed the Bill to regulate the ocean cattle trade, a Bill which did not restrict or prohibit the importation of cattle? It was a reasonable Bill, and he did not think that it would have been opposed by any man who posed as a friend of the workers. It was "blocked" by

#### MR. C. H. WILSON, M.P.

If he said he was opposing it in the interests of the working men of Hull, he (Mr. J. H. Wilson) denied that it was anything of the kind, because it did not matter a straw to the workers of Hull. Mr. Chaplin received a deputation of shipowners to lay before them his intended proposals with reference to the trade. Mr. Chaplin had no objection to his being present, and promised to lay his application before the deputation. To his surprise and disgust the word came out that the shipowners objected to him being present. He waited three hours until the meeting had finished, and then approached Mr. C. H. Wilson, asking how it was he could not be admitted. Well, Mr. Wilson shuffled off by telling him that he was making exaggerated statements with reference to the trade, and that, if he had been admitted, the discussion would have been prolonged considerably. (Laughter.) He did not believe that these men would guard their interests; they would guard them as long as it did not affect them, but as soon as ever it came home to their own pocket, then they looked after No. 1. (Applause.) In conclusion, Mr. Wilson said that it was time that they had two labour candidates in the field in Hull to be returned at the next general election, and he urged them to stand true to their Union to gain this end. (Applause.)



## APPENDIX XCII.

## SPECIMENS of LITERATURE circulated by the FEDERATION to the REGISTRY OFFICES (taken as types).

## "HEADS" WHO WINS? "TAILS" YOU LOSE!

## A LETTER to BRITISH WORKMEN.

## FRIENDS,—

Who are they who oftenest attempt to create dissatisfaction amongst workmen? Are they the old steady going and sober men? Are they the men who have most to make a sacrifice of? Are they the most trustworthy and painstaking, or are they not rather the most careless and unsteady—those who are generally found inside the ale-shop—those who are always changing their places, here this week, somewhere else the next? Are they not oftenest those who, if paid according to the quality and quantity of the work passing through their hands, would be receiving the lowest rate of wages?

If such is the case, are those the men who are to be blindly obeyed and followed in every dispute they may please to create with their employers, and then expect their fellow workers to support them in their demands?

These are questions which deserve the attention of all our British workers at the present time, as there is a Spirit of unrest abroad, not only in this country but in other countries, and unless a man is willing to look beyond the end of his nose, or in other words, to look ahead, he may get landed into troubles out of which he cannot release himself.

At this time, strikes seem to be going over the country like the influenza. We hear of them in London to day, then in Hull, now in Scotland, again at Cardiff; at another time in Liverpool, and then back again to Bradford.

Possibly the next strike may affect us, and in case it does, let us just think out this question—

*Will we Gain anything by a Strike?*

There are two sides to every question, and if we do not care to admit this, surely there are two sides to our side of this great question. The question we have just asked is one side, and the other is—

*Have we anything to Lose?**First, by Failure; secondly, by Success?*

Because we know that even strikes are not always successful.

We will look into the other side first.

Have we anything to lose—by success?

Well, to-day we have our regular work and regular pay; we have our wife and children provided for, and a home over our heads; and though we may not have abundance, yet there is sufficient food and clothing to satisfy and clothe us decently, and may be a shilling or two over to spare to pay the sick or burial club; or, if more fortunate, to keep the insurance going.

If this strike takes place, why of course it means no mere work—no work, no pay; and then, when all the money is spent, which will be very quickly (when no more is coming in), it means a stoppage of meat, grocery, and all oddments. The wife cannot have that other gown she so much wants; the children cannot get the old shoes mended, much less new ones. It means having a lot of time on hand which cannot be turned to account; it means waiting, loafing about, till the strike is over.

How many are there who, doing the best they can—during a strike—to pay their way to get even food, begin by pawning watch, wedding ring, clothes, furniture, and by having no home left, or any hope of ever getting another one together? There is no doubt that it is possible to lose all this even before the end of a successful strike.

"Ah!" but you say, "There is the strike pay, and things are not so bad as that." Well, wait a bit.

It is true there is the strike pay. How much is it? 10s. a week? Well, say 15s. What wages are you getting? 25s., say, 20s., which is a low average wage. Well then, you as a workman are actually sacrificing 10s. a week. Why a man in a good way of business could not afford that. In such a case is it any wonder that this loss means ruin?

U 72729.

However could we lose if we succeed? Gaining one's end is not always success, for the thoughtful man will calculate on the consequences of his success. And to illustrate this, let us glance at the results which would have followed supposing that every strike during the last 10 years had succeeded.

Many classes of men would have had much higher wages and shorter hours.

The higher wages would have attracted great numbers of men in the same way as when, about 20 years ago, the wages of the miners were so high that all sorts and conditions of men flocked to the pits to go underground on account of the money which could then be earned in the mine. The supply of labour would soon be greater than the demand for it, and this would at once reduce wages again.

Then about the shorter hours.

This is a most delicate point for the worker, and one upon which he must be very careful. In the first place, shorter hours must mean less work, and less work means shorter supply; short supply would cause things to get dearer; and when prices rise, in steps the foreigner with a cheaper article; and as folks will, right or wrong, have cheapness, the home trade gets gradually less and less; and when once a hold is gained on the market by a cheap article, it is very, very difficult to replace it by a dearer, even if much superior one.

In the second place, it must not be contended that the same amount of work can be done in eight hours as is now done in 10 or even nine, for if such an argument is put forward it stamps the worker as a dishonest man for taking 10 or nine hours money for work which could have been done in eight hours, and this must have been going on for years.

And now on the side—

*Have we anything to Lose by Failure?*

Why, of course, if we lose we lose, and there is an end of it.

Not so fast, my friend; there's not an end of it by any means.

There is a feeling of having failed, and this is not pleasant to any man. Then there is all the time the strike lasted worse than wasted; there are all the privations we have suffered gone for nothing; there is a feeling of discontent at having to go back on the old terms, or perhaps at reduced pay; and then, not the least, there is the loss of all the money which might have been earned during these weeks of strife.

How long will it be before we can pull up to where we were before the strike commenced? That is about the sum of the loss if the strike should prove a failure. Now we turn to the brighter side—

*If the Strike should be a Success.*

It has not been without a bitter struggle between employers and employed, causing much ill-feeling, and possibly a reduction of the number of those who were formerly employed.

The gain of 1d. per hour, or the reduction of the hours of work, means in one case, say, 1s., or even 2s., a week more money to the worker; or in the other, say the loss of 1s. or 2s. a week to the employer. To the worker, if the strike has lasted only a few weeks, it means a decided loss of 10s. a week at the low average wage of 25s. and the strike pay (if it holds out) at the highest figure of 15s., and this difference must be made up by the worker to himself before he can reckon that the strike has done him any good, he say nothing of the misery which he, his wife, and family have had to endure, which is inseparable from the most successful strike. It will take the bread-winner months to recover his lost wages if he goes on strike for that, but if for shorter hours, it is very questionable if he will ever be able to put the time gained to any profitable account. Ask the wives of those who have been on strike what is their opinion of the matter, and then ask yourself by how much will you be the gainer by succeeding through a strike?

Just one more question, and I have done. Have you ever thought how strange it is that these champions of

3 E

the striker, whether they were miners, engineers, blacksmiths, dock labourers, or anything else, never seem to go back to their own work, either when a strike has been successful or not?

Why is this?

They seem to get up in the world and stay there, at somebody's expense. Is it at yours? Do they starve with the striker? Do they live on strike pay? Is it by self-sacrifice that they manage to make a name, or is it because there are men who are so stupid as to take everything for gospel that falls from their disinterested lips.

Men, think over these things, and though surely few people will be willing to say that the workers' lot may not be made happier and brighter, yet all sensible workers must confess that the best way of attaining to this is not by a strike.

We have also heard of men who have gone on strike on principle. Do you understand that? I confess I don't.

Yours very faithfully,  
A THINKING OBSERVER.

#### MASTER AND MAN *versus* NEW UNIONISM.

By J. STAFFORD RAMSOME, Assoc. Memb. Civil Engineers.

Comprising two articles reprinted from the "Globe."

- 1.—The Shipping Federation's programme.
- 2.—The Federation's victory: Its future effects.

#### INTRODUCTION.

This pamphlet is in a measure a sequel to "On Principle Strikes," by the same author, which was published last year. The former pamphlet dealt with the abuses of trade unions, and the present one may be said to deal with the practical results of these abuses, in that the federation of master and man is the direct and natural outcome of the new union policy.

How far federation will extend depends on the future attitude of the unions. Now that it has been practically proved to be possible, it would be absurd to suppose that other trades will not follow the example of the shipowners when the occasion requires it.

It is possible, however, that union agitators will tone down their policy for a time, with a view to obviating the development of federation, as they are admirable hands at throwing themselves on the ground when they are getting the worst of a fight, in the hope that their adversaries will not "hit them when they are down."

To adapt federation to the various trades necessitates a somewhat different scheme for individual cases. But within broad lines, certain of the leading features could be identical. The basis of all trade federation must be the protection of its men, a proper registration of the working men in the trade, with an agency for finding employment for them, and for facilitating their moving from one part of the country to another, when local slackness, or other causes, necessitates their changing neighbourhood.

In France and certain other countries the Government obliges every working man to carry his *livret*, or official registration book, as much for his own protection as for that of his employer. When taking work the man hands in his *livret*, and when he changes his employment his master is obliged to write in particulars as to the work he has done, also when he came to the situation and when he left it. Were such an arrangement come to between masters and men in a federation, it would be of the utmost service to both. It would facilitate also the working of a general trade benefit scheme, as it could be arranged that in whatever part of Great Britain or elsewhere a man might be working, under different masters in the federation, he would be enabled to draw his sick benefits when required, and that however many times he might change employment, his superannuation allowance would not be affected.

It is now generally recognised that the professional agitator neither represents the working man of Great Britain, nor even the majority of the unionists, but this recognition has been long in taking root in the public mind, and meanwhile, until it did take root, real labour has had its interests entirely disregarded.

Were the union agitators representative of the ideas of the working man, trade federation would not only be

unnecessary, but impossible. As matters now stand, something of the sort is fast becoming imperative in certain trades, and unless new unionism is checked or suppressed, and ordinary unions will study more the interests of their men, we shall doubtless have a considerable development of federationism, or its equivalent, in the immediate future.

Trades unions, when properly worked, have been of undoubted service to labour in preventing oppression by a certain class of employers, and if they would stick to even a tolerably straightforward line of action, they could yet do some good. But of late certain trades unions have been developing into colossal machines for the manufacture of starvation and outrage, and are serving as the happy hunting grounds for socialistic orators who do not attempt to study the interests of trade, and whose object is to utilise them as a means of support to themselves, and as a stepping-stone to personal notoriety. Consequently, other solutions of the labour problem are necessary, and there are various schemes and suggestions in the course of consideration.

To quote the words of Mr. George Livesey, who is an undoubted authority on the subject of modern labour, in that he was the first to grapple successfully with the new unionism in London—"What is wanted is a real union of community and interest between capital and labour, and so far as I can see trades unions not only cannot accomplish such an end, but on the contrary are diametrically opposed to it, particularly the latest development in the shape of new unionism, which produces a state of war, by the best only an armed truce. Their teaching is that the employer is the enemy. Such conditions and relationship cannot produce community of interests." Mr. Livesey then explains that in his opinion, in trades where it is feasible, profit sharing promotes this mutual interest, and continues, "A very good piece of evidence that profit sharing is likely to succeed is to be found in the determined opposition of unionists, particularly the new unionists. They see, and say, that with such a system the man will not want or support the union, which means loss of place and power to the leaders, who therefore oppose the system."

In certain trades no doubt profit sharing, though very desirable, could not work practically, but in such cases equivalents could and would be found when necessity demands it.

Simultaneously with the Shipping Federation, a free labour revolt has taken place in engineering trade. Though little has been said about it as yet, it bids fair to strike a severe blow at unionism as now carried on, and it is all the more significant in that it is an uprising of the men on their own initiative, and up till now the new organisation, which numbers some thousands of members, is said not to have received any outside support of an official nature from the employers' associations in the trade. In spite of this, it is rapidly increasing in strength, and popularity, and should it be able to come to an understanding with the employers there would be a ready made federation, as all the materials are to hand. Its avowed object is to protect its men "from the tyranny of the Amalgamated Society of Engineers," and it has so little in common with the orthodox trades societies that it goes so far as to encourage piece-work, and allows the really good workmen a chance of coming to the front.

All this tends to show how at the present day the real working man is thoroughly tired of union tyranny, and that with even slight encouragement from employers, he is willing to co-operate with them against it.

If trade unions wish to obviate extended federation, let them follow the advice of one of their own leaders, Mr. H. H. Champion, who, in addressing the strikers in Australia, when the union was getting beaten all round, said (according to the "Melbourne Age")—

"Now as a trade unionist of the most extreme school, I ask trade unionists in this country to agree with me:

1st. "That no trade unionist should claim the right to dictate to an employer whom he shall employ."

2nd. "That no trade unionist should claim the right to demand that an employer before taking on a man shall ask him if he belongs to the union or not."

3rd. "That a non-unionist has a right to take work where he can get it."

4th. "That no trade union claims the right to apply force or threat of force, or any form of persuasion other than that permitted and defined by law, to men who are not unionists."

This sound advice, if followed, would ruin new unionism on the face of it, and consequently new labour federations would not be called into life. But though Mr. Champion describes himself, and has usually been looked upon as a "unionist of the most extreme school," and although his speech took place only six months ago (September 1890), such doctrines from the mouth of a unionist leader are already out of date and old-fashioned, *except when the union has been, or is about to be, defeated.*

#### THE SHIPPING FEDERATION'S PROGRAMME.

(From the "Globe.")

It is almost impossible at the present day to open a newspaper without coming across some reference to the doings of the Shipping Federation in its columns. But as a rule the information is scanty or vague, and again it is the habit of certain journals, either wilfully or through ignorance, to systematically misrepresent its motives and actions. The consequence is that the public has had but little opportunity of forming a clear opinion as to its importance and effect on trade.

There is one point, however, on which everyone who has either written or spoken on the subject is agreed, and that is, that it is an immensely powerful organisation. This is true, but not unusual. Associations of masters have existed from time immemorial, and very powerful bodies they are. But the Shipping Federation differs from them in that it undertakes the engagement and management of its own labour, and guarantees its *employés* every security from molestation which the law will allow. This is the important feature about it, and the advent of the federation may be said to mark an era in the labour world, for it is the first organisation of master and man, on a large scale, to resist, in a methodical and business-like manner, not trade unionism, but the abuses of trade unionism. It is merely the simple and natural outcome of the tyranny which has been carried on, and it was merely a question of time as to when man and master would join hands to revolt against it and suppress it.

The Shipping Federation was incorporated under the Companies Act in September last, and started without flourish of trumpets in a business-like manner, with business men to work it. It laid down for itself a plain, straightforward, and, as regards the labour question, distinctly moderate programme, but with a firm determination to carry out that programme. In the few short months that have elapsed since its incorporation it has obtained the control of vessels of which the tonnage in the aggregate amounts to about 7,000,000. It is said that the total registered tonnage of Great Britain is about 10,000,000, of which at least three-quarters of a million is represented by ships which do not touch at English ports, and considerably more than another 1,000,000 tons are absorbed by small craft which it would not be worth the Federation's while to take up. Thus the total tonnage, as far as the Federation is concerned, may be said to amount to 8,000,000, of which it already commands 7,000,000. Therefore the organisation is thoroughly representative of the trade, and proportionately powerful, and as its members are liable *pro rata* on the tonnage of their vessels, and this to no small extent, the funds at its disposal are enormous, and it could certainly buy up any trade union in England over and over again.

Under the circumstances such an organisation might have imposed very hard and even unreasonable conditions on the trade societies with which it has to deal, but it has not done so, and its moderation is to be commended. It merely says to the men, "You may belong to any union you like, but if non-unionists work for us to they must be unmolested, and any man molesting another must go." The union agitators knowing that their union, as now run, could not exist on its merits for six months, and that the relaxation of systematic intimidation and violence would be immediately fatal to it and them, re-new their usual pitiful whine about the Federation being a plot against their union. But it is without importance to the Federation whether the union is broken or not, as in no case will it consent to be dictated to by the union. But thousands of the unionists themselves devoutly hope that their union will be broken.

There is no doubt that the Federation was hailed by the real dock worker as a means of escape from his union fetters. Let anyone who thinks otherwise explain away the innumerable applications for work with which

the Federation is inundated. Let him explain why the men tore up their union tickets in the presence of the union spies, and took work with the Federation against union orders. The real reason is this, to quote from the Federation documents:—"The Federation intends primarily to secure to every man freedom of work on his own terms without interference. . . . Will protect those who are threatened. . . . Will prosecute those who threaten." Thus at the outset it pledges itself to protect its men as far as the law allows. This, after all, is but imperfectly, but it is sufficient to enable the Federation to command all the labour it requires, and to increase its staff in an unlimited manner and at short notice.

The Federation has already the whip-hand at the docks, and as long as it continues to carry out its present firm, but moderate policy, and to study the real interests of its men, its position must continue to be strengthened. It is a sign of the times that it should become necessary to form an association as powerful as the Shipping Federation in order to insure to the working man the right of working in comparative security. But such is the case, for although it has other objects, its chief *raison d'être* at present is to enforce the working of the law, to the protection of the working man, and to do this, all the energies of its representatives, and all the complicated and expensive machinery of its organisation must be kept in motion and taxed to the utmost.

It would be an insult to common sense to suggest that the movement was set on foot from any philanthropic motives. The Federation is purely a business institution from beginning to end, and is run in the interests of trade. If it is prepared to spend thousands of pounds in the protection of the working man that is because it recognises that master cannot do without man any more than man without master, and that, this being the case, sympathetic and proper relations between them are essential. The union leaders naturally object to this, as anything in the shape of capital and labour joining hands is death to their policy. It is well that philanthropy has no corner in the scheme, for philanthropy and well-meant interference have played a sorry and degrading part in recent labour troubles, and have been responsible for much misery alike to unionist and to non-unionist.

We are glad to learn that the authorities of the Federation are now studying a comprehensive sick benefit and pension scheme, of which we hope to give some details in a forthcoming article. Such a scheme should have the effect of further strengthening the relations between them and their men.

It should be remembered, that, although the Shipping Federation is the first large association representing an entire trade, which has decided to protect its men at all costs, several strikes have been fought and won by master and man against union during the last year or two, but only where masters have adopted an absolutely firm policy, and stuck to their new men through thick and thin.

The most notable example of this was the South Metropolitan gas strike, than which there has never been a more severe struggle. The Shipping Federation, operating on a far larger scale, will not have a worse battle to fight, and it is starting under more favourable circumstances, with the experience of the others at its back, and with the sympathy of the public and of the average working man.

If in the end it succeeds in establishing the feeling of confidence and mutual respect between itself and its men that now exists at the South Metropolitan Gasworks, it will have done a great deal towards the solution of the labour problem, and conferred a lasting boon on the public and on trade. If, again, it can devise a safe and practically working benefit and pension fund for its men, it will have done for the docker what he could never have hoped for under trade unionism in his wildest dreams.

#### THE FEDERATION'S VICTORY—ITS FUTURE EFFECTS.

(From the "Globe.")

The last 12 months have done more towards educating the public mind on the labour question than any 12 years had previously effected, and they have certainly proved most disastrous to the new trade unions. The reason for this has been that the public has been gradually but surely grasping the meaning

of trade unionism as now applied, and having learned what it does mean, condemns it.

Twelve months ago people were under the impression that most of the working men in Great Britain belonged to one or other of the trade societies. Now they know that unionists are merely a minority, and further that many thousands of the men who are said to belong to the unions are only nominally attached to them.

Twelve months ago there was a general, though hazy, notion that the working man wished for a legal eight hours' day. Now it has been ascertained that not only do non-unionists object to it, but that the members of the unions when appealed to by ballot have recorded their votes dead against such legislation, and this in spite of their so-called demonstrations, the fiery oratory of their leaders, and the immense pressure brought to bear on them in the matter.

Twelve months ago the term "blackleg," as applied to the working man, carried with it, though nobody knew exactly why, a certain amount of vague opprobrium. But now it is understood to mean merely a man who has sufficient courage and spirit of independence to insist on selling his own labour at his own price, and to claim his right to serve one master instead of two.

Twelve months ago the suggestion that the capitalists in any one of our large trades could unite, and come to an understanding with their own labour, would have been scoffed at as the height of absurdity; for it had always been considered that the conflicting interests of the masters would alone more than suffice to render any really concerted action on a large scale impossible. But now we have before us in the Shipping Federation the practical proof not only that this can be done, but that it can be carried out in a trade where the interests of the masters clash at every step in ordinary business, and where competition between them is accentuated to the last degree.

We have already dealt with the working of this organisation in a recent article, and it is not necessary to say much more about it here. Its successful policy has day by day been making itself more apparent, and each step is duly marked and reported on. The Dockers' Union, seeing that the game is up, have deserted the Seamen and Firemen's Union, on the plea that it is not the docker's business to fight the sailor's battles. Nobody ever thought it was. But why did they waste their time by trying to do so in the first place? Other unions, now that the day has been lost, are censuring what they term "the senseless" strikes which are now going on in the shipping trades. Why did they not follow the example of the Riggers' Union, and say this at the beginning of the fight, and use their influence to prevent some of the distress which has been occasioned?

These "moderate" unions, as they are called, now profess to be shocked that unionists should demand the exclusion of non-society men. Yet these same "moderate" unions know well how to make the same demands themselves when the occasion requires, and they are adepts at hounding the non-unionist out of employment. But the reason why these "moderate" unions withheld their excellent advice until the dockers had lost the day is that it is in their interest that the quarrel between the union and the Federation should now be patched up at once, and as little said about it as possible. Had the Federation been defeated, it would have been another matter, and we should have heard another tale from the leaders of the "moderate" unions.

It is an open secret that these men are at the present time doing their best to bring about in the immediate future a series of strikes in more than one of the skilled trades. So far the hands have not risen to it all, and now that the dockers have been so ignominiously beaten, they are all the more shy. The success of the Federation's policy has been the very worst advertisement that trade unions have had, and on the attitude of the Federation at the present time depends in a great measure whether these strikes will take place or not.

The lesson which the Federation is teaching alike to man, master, and the public is having its natural effect. If the shipping trade can unite and manage its own labour what is to prevent masters in other trades entering into similar compacts with their men? This is the question which is being asked. In some trades it could be much more easily effected. In none would it be more difficult.

It is only natural that employers in many industries should be taking the matter into serious and practical consideration, and it is now merely a question as to when they will be forced into taking action. Nothing will be so likely to precipitate this as a series of unreasonable strikes at the present time.

The effect of extended Federation on the lines already commenced could only result in the natural deaths of such of the trade unions as have for their sole object the setting of labour against capital. On the other hand, any unions which are conscientiously representative of their men, or of the working man generally, need have nothing to fear, as in such trades no federation of master and man will become necessary, and consequently will not be formed. For as long as men are even partially satisfied that their interests are represented by their union they will not co-operate with employers against it.

The difficulties in the way of federating are so great, that nothing but a widespread feeling, shared alike by man and master, that unionism is ruining a trade, can call into life a federation or support it.

Organisations of this description cannot get on without men to work for them, and this is the great safeguard against their making a bad use of their power. For directly they lose the sympathy and support of the working man they must collapse. It is only because unionism has failed, and failed in a disgraceful manner, to be representative of the working man that federations have become necessary.

For federations of master and man to be successful in the long run, the interests of both must be equally and permanently studied. The scale of wages, and systems of work must be placed in the proper hands, and carefully managed on a fair basis. The benefits and superannuation fund (for it has now become a firm conviction among employers that these must form an essential feature in any federation scheme) must be worked out in a business-like and practical manner.

That a federation is in a far better position to provide in this way for its employees than any trade society is evident on the face of it. In such of the societies as profess to have benefits, so great a portion of the subscriptions is expended on supporting strikes, labour agitations, and union officials, that a man can only stand to receive a miserable superannuation pittance, which, under the most favourable circumstances, if he has no one dependent on him, may serve to keep him from actual starvation. This, too, is saddled with the unjust condition that he may not do any work which would enable him to add to his allowance.

A benefit scheme under a federation would be a very different matter, as it could be managed with but little expense, none of its funds need be misapplied, and, above all, it could be made absolutely sound, and the men would have a certainty of a substantial pension, untrammelled by unfair conditions.

As an example of what master and man can do in this way when they work together, we may mention that the superannuation scheme in vogue now at the South Metropolitan Gasworks, insures to the men when they are past work an annuity which is equal to about four times the amount they could hope to draw from the best of trade unions for a similar expenditure of money.

Whatever the upshot of extended federation may be, and whatever its greatest enemies may have to say against it, it has already rendered a great service to the community. It has shown the public that independent or free working men exist in large numbers. It has shown that with a little encouragement and a firm promise of protection, so-called unionists are only too glad to escape from the clutches of their union. It is no longer possible to pool-pooch the existence of the non-unionist, or to deny his claims to consideration in all matters connected with labour.

Certain new union agitators have recently claimed the right to membership on the forthcoming Parliamentary Commission on the labour question. If their demand is granted then real labour should also be adequately represented.

In any case it is to be hoped that the Commission in the course of its work will investigate the claims of the non-unionist, and arrange for him to be allowed to do his work according to his own ideas, and without molestation. Then federations will be unnecessary.

## APPENDIX XCIII.

## SPECIMEN of LITERATURE circulated by the SAILORS' UNION at the FORMATION of the SHIPPING FEDERATION (taken as a type).

Mr. J. H. WILSON on the SHIPPING FEDERATION.  
*Great Meeting at Newport.*

Extract from the "South Wales Daily Telegraph,"  
November the 7th, 1890.

A largely attended meeting of workmen employed in shipping circles and around the docks and wharves of Newport, was held in the Temperance Hall last night, to consider the question of the shipping crisis and the establishment of what are called "Free Labour" unions. Mr. Frank Gillman, secretary to the Newport Trades Council, and to the Newport branch of the Seamen and Firemen's Union, occupied the chair and was supported by Mr. J. H. Wilson, general secretary to the Seamen and Firemen's Union; Mr. J. Gardner and Mr. Albert Kenny, Cardiff; Mr. Orbell, Mr. W. Gibbs, Mr. W. Davies, chairman of the Newport Trades Council, Mr. Dunn, Mr. Campbell, Mr. Vicory, and others.

The chairman, who arose amid loud cheers, said the meeting, over which it was an honour to preside, was called for the purpose of considering the present shipping crisis and the conduct of the Shipping Federation (laughter) in forming an alliance with those low rowdy boarding masters. (Laughter, and hear, hear.) Everyone there would be prepared to support true trades unionism (hear, hear) and to denounce to the best of their ability anything of a bogus nature. (Hear, hear.)

Mr. J. H. Wilson, general secretary of the Seamen's Union, who spoke first, was received with enthusiastic cheers. After some prefatory remarks respecting the splendid meeting being evidence of the fact that the men of Newport were determined to stand by the principles of trades unionism, he said they were there to consider the question of the free labour union. No doubt many of them had read in the papers that the shipowners of the country had formed themselves into what they called a shipping federation, with which, according to their talk in the newspapers, they intended to sweep the whole of the working-men's organisations out of sight. For years the working men had been at the mercy of these men, and yet these people, although they were aware of the fact that they were suffering many injustices, had never once come forward to champion their cause. Why were the employers taking such a kindly interest in their welfare to-day? They told them in the press, in the many interviews which they had with the newspaper reporters, that the working men were complaining about coercive measures which were adopted by the trade organisations. They also told people through the papers that there were thousands of their working men who, if they only had the opportunity, would sever their allegiance to the trades unions, and

## GO BACK ONCE MORE TO THE FOLD

of their employers (laughter). Why should the working man sever his connection with his union that has done so much for the working men in the past, and more especially within the last two years, and which had secured for them increases of wages ranging from 10 to 50 per cent. in the case of seamen and firemen? (Hear, hear.) What inducement could the employers possibly offer to convince the working men that it was to their benefit to disband their organisation, and to go back once more to their tender mercies? Had the employers ever been merciful to the working men? Never. (Hear, hear.) The employers had never shown any mercy to the working men. In times of depression, no matter whether the particular industry in which they were engaged was profitable or not, as soon as ever the labour market was overstocked, as soon as ever there were 300 idle and only employment for 50, the employer stepped in with the cry of supply and demand, and so it was no good to pay 2s. when there were hundreds of men willing to accept employment at 18s. (Hear, hear.) They had never encouraged the working men to depend upon their generosity. There never was in any country in the world a more cruel set of back masters than the shipowners. If the employers had dealt justly with them in the past there would have been no employment for such vile agitators as himself.

(Laughter, and hear, hear.) Freedom of labour was what the masters said they were fighting for. What did they mean by freedom of labour? That was what they wanted to find out. If they called it freedom of labour where there were 100 men seeking employment where there was only work for 10, a circumstance in which employers could attempt to reduce wages, and get some portion of the 100 to out each other's throats, and accept employment at rates which were not sufficient to keep body and soul together, if that was

## WHAT THEY CALLED FREEDOM OF LABOUR

he was convinced that the working men of Newport, and every town in the country, did not require any of their assistance, and especially if it was offered through a free labour union. (Cheers.) They never had had freedom of labour till this year. (Hear, hear, and applause.) They had always been at the mercy of the employers; but since the working men of the country, and especially the working men of the Bristol Channel, had had sense to combine together, making common cause with each other, and not standing disunited as they did in days of yore, they had compelled the employers to double down and got what they might term freedom of labour. (Loud applause.) Now that they had got freedom of labour were they prepared to sever their connection with their unions and tell the vile agitators (laughter) that they had no further use for them, because at last the employers had got into a reasonable frame of mind and were in the future going to deal justly with them if they would only go back into the arms of those sweat-loving creaturcs? (Laughter and applause.) This mighty federation reminded them of the story of the spider and the fly. With this mighty federation they were going to put the world to rights. He wanted to tell the shipowners that he was not opposed to their starting 20 mighty federations. As long as they combined for just and honest purposes, he, as one who had combined certain sections of working men, had no right to object; but when they told them, as they had done through the press, that this federation had been established for no other purpose than to bring working men into subjection, and by subjection they meant bringing them back once more to slavery (hear hear) he asked were they as free-born Britons, who never tired of proclaiming in all parts of the world "Britons never shall be slaves," going to allow this mighty syndicate to bring them back into slavery and make a mockery of that cry all over the world? (Cries of "No" and cheers.) Some of the shipowners had said they did not form the federation to injure the men of the union (laughter), but unfortunately all the members of the mighty body were not quite of one opinion on the matter. They had watched very closely the action and tactics of those gentlemen, and in their district they had allied themselves with

## A GANG OF RUFFIANS

who had been a disgrace to this country for many years, (Cheers and laughter.) He need scarcely mention the names because he believed every working man in the hall knew to whom he referred. (Hear, hear, and applause.) They had allied themselves with these people, and yet they had told the press that they had no objection whatever to the unions, and were only determined to have perfect freedom in engaging whomsoever they liked. But what were the facts? They had ships arriving daily in Newport, Cardiff, and Swansea in which the captains had express instructions that they were to discharge all the members of the National Union and employ "scab" union men in their places. (Shame.) Did it appear as if they were not working in opposition to the unions? Their sole object and desire was to create an army of blacklegs in this country (hear, hear) and as soon as ever they had got their horde of scabs and blacklegs collected from the workhouses, the convict settlements, and other places they would turn round and say "We have got plenty of free and respectable labour and it is with

"these men, these honest English toilers, that we intend to carry on our work in the future, and you idlo vagabonds, who have been led astray by those vile agitators (laughter) we intend to dispense with your services and employ these free labourers." (Hear, hear.) The prosperity of the country had not been built up by men from prisons and workhouses, tramps picked up in the lanes; but it was the honest working men who had built it up, who had created the wealth, and who could not be done without. (Cheers.) As long as the working men had the intelligence to stand by their organisations they had no need to be afraid of any combination of capitalists, for after all their labour was of more value to the country than the shipowners' capital. The shipowners he was bound to say had other intentions in building up the federation than to deal with the wages. They had, some of them, sent their ships to sea in the hope that they would never return again (hear, hear, and "shame"), and some of them who had made such large piles of money in that way were the very men who were promoting the Shipping Federation to-day. Why were they floating the Shipping Federation? It was not because the unions had compelled them to pay fair and reasonable wages; but it was because after having allowed systematic murder to go on for years they had determined that they should cease, and it was because they had such a champion of the rights of the working men as Mr. Samuel Plimsoll (cheers) who brought in a Load Line Bill to check the murderous career of unscrupulous men, many of whom were so prominent in rendering assistance to the Shipping Federation. (Hear, hear, and applause.) It was in consequence of their having stopped the source of income from over insurance, and because they knew that as long as seamen and firemen and working men were combined they would be able to induce Parliament not only to prevent shipowners from overloading but also to stop undermanning, and to compel them to feed men like Christians and not like pigs (applause), and because they intended to have better accommodation on board of ships for the men. (Cheers.) These were some of the reasons why these pettyfogging, backsliding cut-throats were leaning on the Shipping Federation. (Hear, hear.) It was a large syndicate formed, not with the intention of fighting them on the wages question, but to give them freedom to once more

## SEND MEN TO THEIR DOOM

in the old cold-blooded way. (Hear, hear and "Shame.") He was not going to say that all shipowners were the same. He knew he would be told, after that appeared in the press, that these were wild and extravagant statements. They had proof, however, that all shipowners were not honest and fair. The shipowners knew in their hearts that there were men of the character he had described, and they knew further that there were many men amongst the shipowners who would not deal honestly with each other. (Hear, hear.) These men were continually cutting down freights and wages in order to outdo each other. Mr. Wilson denounced the refusal of the shipowners to grasp the hand of labour when it was offered them some time ago for the foolish reason that it would be boycotting some of their number. The shipowners were going to starve them into subjection, and make them go down on their knees and beg, for God's sake, for them to set their tonnage afloat again. (Laughter and "Never.") They were going to starve their wives and families so that the men might have to crawl back to those merciful men and ask forgiveness for their past sins. (Renewed laughter.) If it came to a question of starvation it would be a general one. (Laughter and hear, hear.) When it came to a question of starvation who would come out first? Had they not learnt the working man to live on the smell of an oil rag? (Loud laughter and hear, hear.) If they laid up the whole tonnage of the country they would find in a short time that they

themselves would have to face starvation (hear, hear); and if they could do one week he was prepared to say that the working men could do five. (Cheers.) They were not afraid of threats of starvation. (Renewed cheers.) Working men did not intend to allow them to bounce them with that sort of talk into submitting mildly and meekly to their tactics. The employers would have to recognise this fact that the working men of this country had rights equally as well as they had. They would also have to recognise this fact, that the working men had a right to some share of the enjoyments of this world. (Cheers.)

## THEY DID NOT WANT A LEVELLING DAY.

They did not advocate a levelling day; but they did want a levelling up (loud cheers and laughter), and what was more they were going to have it. (Renewed cheers.) They had no objection to the free labour men if they could find sufficient of them; but they had a perfect right to choose with whom they were going to work. The Shipping Federation would have to realise the fact that the Sailors and Firemen's Union was quite as strong as they were. (Hear, hear.) They had determined that in every case where they tried to persecute their men they would defend them inch by inch. (Cheers.) He did not see why the Shipping Federation should make itself so busy. They said they had been compelled in consequence of their coercive policy to adopt the mighty federation. Why did they not tell them where they had been coercive? Why did they not point out the cases and give the names of the owners and state the circumstances? If they did that the unions would be able to show the public that it was not the working men who were to blame, but the employers themselves. After giving particulars in the local case of a ship, where the master, either at Rotterdam or Hamburg, put up a notice, "No English need apply," he asked the working men to continue to use the tactics they had followed in the past. He hoped to see a federation of workers of every trade throughout the country. He might even go further than that and say they would hail with delight the day when working men of every country in the world would join hand in hand and say "We are brothers although we may not be of one colour." (Cheers.) There was no difference between the foreign sweater and the English one, and, therefore, the working men of this country as well as other countries must learn to combine and fight for each other, and then they might be able to tell capital its duty and be able to perform their own. (Hear, hear.) It was evident they would have to stand up and defend their rights. If not the employers would crush them, as they had done in days of yore; but once let them see that they were able to defend their own and then he believed they would come round to a more reasonable state of mind and concede to the working men what properly belonged to them. He urged them not to leave their organisation. The more the capitalist denounced their leaders and the organisation the more closely should the working men stand by them. (Cheers.) If he thought any number of capitalists were to praise him and recommend him to the working men as a right good fellow he would say to the working men "Write out my discharge and send me about my business." (Hear, hear.) The louder the capitalists denounced him the better he liked it, because then he knew he was doing justice to his fellow working men who employed him to look after their interests. (Hear, hear.) There was a poor look-in here for the Shipping Federation and their "scab" unions. (Cheers.) He did not think they were going to score a goal (laughter), and if there were any goals scored it would be the working men's organisations who would score them. (Hear, hear.) He would ask them to stand together, pull together, work together, and stand by their leaders, and then he felt certain the victory would be for labour. (Loud cheers.)

## APPENDIX XCIV.

COPY of EXTRACT from the "NORTHERN DAILY MAIL" (October 24th, 1890), West Hartlepool, reporting the case of the "Bavaria," and stating the amount of fines.

## "FRAGAS ON BOARD SHIP."

"To-day, at West Hartlepool Police Court, before Alderman G. Pyman (presiding) and Mr. B. C. Walker, three young men named George Kinnersley, John Allan, and Thomas Jordison, the latter a fireman on board the S.S. 'Bavaria,' of Dundee, were charged with assaulting John Simpson, mate of the same vessel, about twelve o'clock last night.

"Complainant, who appeared with his face covered with plaster, said about twelve o'clock last night he went forward for the purpose of calling the men on duty. He shouted several times but as there was no response he descended into the fore-castle where he found Kinnersley and Allan quarrelling with some of the crew. The two men named had no business on board but Jordison was a member of the crew. While endeavouring to pacify them the latter prisoner struck him (the prosecutor) several times on the face. He was assisted on deck by some of the crew who came to inquire into the cause of the disturbance. On arriving on deck the assault was renewed. He was kicked on the body and otherwise maltreated.

"Jenkin Rees, captain of the 'Bavaria,' said about the time named his attention was drawn to a disturbance in the fore-castle and hearing the mate was being murdered he entered the fore-castle. He saw all three prisoners knocking the mate all over the place and kicking him when he was down. During the melee the lamp was knocked down and they were left in the dark, but prisoners and the crew afterwards came on deck. By the assistance of the carpenter he carried complainant on deck and the disturbance was renewed during which complainant received several nasty blows.

"Thomas Dick, carpenter of the 'Bavaria' corroborated.

"Defendants, with the exception of Jordison, pleaded not guilty, but they were each fined 40s. and 8s. 4d. costs, or one month's imprisonment with hard labour."

[I certify the above to be a true extract from the 'Northern Daily Mail,' published at West Hartlepool, October 24th, 1890.

Signed,  
JOHN McLEAN, Sub-Editor.]

## APPENDIX XCV.

COPIES of LETTER, and EXTRACTS from LETTERS, of the AGENTS TO THE OWNERS concerning the case of the S.S. "BAVARIA."

West Hartlepool,  
23rd October 1890.  
DEAR SIR,  
Your favour of yesterday, and telegram of last evening, are to hand.

The trouble and worry caused by the Union has been endless. The "Bavaria" will be bunkered by 6 p.m., and could have sailed this evening. Owing, however, to the disgraceful interference of the Union officials her crew cannot be completed, and a message has been despatched to Shields at 3 p.m., to procure four hands to make up the complement. The customs will be kept open till 11 p.m., to enable all necessary clearances, &c. to be effected to enable her to sail by the morning tide.

Yours very truly,  
(Signed) MACLEAN, DOUGHTY, & Co.

Messrs. D. Scott and Sons,  
Dundee.

P.S.—We have not yet got the surveyor's report, but we expect she will be about 60 stels; stowage deficient.

EXTRACT from LETTER from Messrs. MACLEAN, DOUGHTY, & Co., to Messrs. DAVID SCOTT & SON, Dundee.

West Hartlepool,  
24th October 1890.

"We are in receipt of your esteemed favour of yesterday, and have exchanged messages to-day. We are

glad we were able to wire you the 'Bavaria's' departure at 2 p.m. The difficulties we have had with the Union have been beyond description, and it is a great relief the steamer has at length got away. When the men arrived from Shields last night they were willing to sail, but the other hands declined to go until to-day. The upshot was a general fight, in which the police interfered, and took three men as prisoners. The chief mate was injured about the head, but able to proceed in the ship. The captain will be writing you fully when he has time to do so. A more disgraceful exhibition of tyranny and bad conduct on the part of a labour organisation it would be difficult to conceive."

EXTRACT from LETTER from Messrs. MACLEAN, DOUGHTY, & Co., to Messrs. DAVID SCOTT & Co., Dundee.

West Hartlepool,  
31st October 1890.

"The local secretary of the Shipowners' Society is in communication with Mr. G. A. Laws, re the trouble with the 'Bavaria's' crew.

"We do not consider it worth while to think about taking any further steps in the matter as the ringleaders in the disturbance on board were punished by the magistrates."

## APPENDIX XCVI.

TABLE A.

STATEMENT showing the NUMBER and NET TONNAGE of SAILING and STEAM VESSELS on the REGISTER of the UNITED KINGDOM in each of the years from 1875 to 1890 inclusive.

Year.	Sailing.		Steam.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1875	20,849	4,153,688	4,167	1,945,492	25,016	6,099,180
1876	20,710	4,205,694	4,331	2,005,235	25,041	6,210,929
1877	20,740	4,210,402	4,560	2,139,058	25,300	6,349,460
1878	20,636	4,186,998	4,822	2,316,362	25,458	6,505,355
1879	20,131	4,022,544	5,024	2,511,132	25,155	6,533,676
1880	19,554	3,808,555	5,244	2,723,367	24,798	6,531,922
1881	18,566	3,649,286	5,502	3,003,987	24,468	6,653,173
1882	18,553	3,586,103	5,811	3,325,114	24,364	6,921,217
1883	18,089	3,480,191	6,258	3,728,115	24,345	7,208,306
1884	17,745	3,433,895	6,596	3,944,107	24,341	7,378,002
1885	16,727	3,426,458	6,638	3,973,304	23,365	7,399,757
1886	15,827	3,368,391	6,646	3,965,121	22,533	7,333,512
1887	15,217	3,223,497	6,653	4,084,921	21,870	7,308,418
1888	14,789	3,091,652	6,862	4,349,467	21,651	7,441,119
1889	14,413	3,019,659	7,132	4,717,465	21,545	7,737,124
1890	13,954	2,915,455	7,403	5,042,285	21,357	7,957,740

NOTE.—The foregoing table includes vessels registered in the Isle of Man but not vessels registered in the Channel Islands.

## APPENDIX XCVII.

TABLE B.

STATEMENT showing the NUMBER and NET TONNAGE of VESSELS REGISTERED in the UNITED KINGDOM which were EMPLOYED at some time during each of the years 1875 to 1890 inclusive.

Year.	Sailing.		Steam.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1875	16,779	3,991,295	2,967	1,847,110	19,746	5,838,405
1876	16,794	4,073,766	3,117	1,869,982	19,911	5,943,748
1877	16,672	4,087,859	3,214	1,977,377	19,886	6,065,239
1878	16,282	4,026,399	3,386	2,169,916	19,668	6,196,315
1879	16,042	3,872,478	3,577	2,331,056	19,619	6,203,534
1880	15,799	3,707,952	3,786	2,594,034	19,585	6,301,986
1881	14,864	3,580,446	4,085	2,921,684	18,949	6,452,130
1882	14,246	3,388,608	4,378	3,290,774	18,624	6,679,382
1883	13,872	3,337,582	4,749	3,655,950	18,621	6,993,532
1884	13,610	3,228,739	4,864	3,825,459	18,474	7,054,198
1885	13,507	3,289,689	5,011	3,889,432	18,518	7,179,121
1886	12,740	3,204,601	4,914	3,911,697	17,654	7,116,298
1887	12,448	3,088,176	5,020	4,088,983	17,468	7,177,159
1888	12,076	3,031,022	5,283	4,597,612	17,359	7,328,634
1889	11,765	2,954,746	5,577	4,644,481	17,342	7,599,227
1890	11,365	2,871,755	5,848	5,021,532	17,213	7,893,287

NOTE.—The foregoing table does not include vessels belonging to the Channel Islands and only foreign-going vessels belonging to the Isle of Man, for which crews were engaged in the United Kingdom. Yachts have not been included in recent years.



## APPENDIX XCVIII.

TABLE C.

STATEMENT showing the NUMBER of PERSONS employed in VESSELS registered in the UNITED KINGDOM which were employed at some time in each of the years 1875 to 1890.

Year.	Sailing.		Steam.		Total.	
	Crew employed (including Masters).		Crew employed (including Masters).		Crew employed (including Masters).	
1875	-	-	104,068	76,357	-	216,420
1876	-	-	139,745	75,925	-	215,670
1877	-	-	137,441	76,186	-	213,627
1878	-	-	133,675	78,859	-	212,534
1879	-	-	128,552	81,924	-	210,476
1880	-	-	121,960	88,066	-	210,026
1881	-	-	115,015	94,466	-	209,481
1882	-	-	109,353	103,090	-	212,443
1883	-	-	107,748	110,143	-	217,891
1884	-	-	103,689	113,106	-	216,795
1885	-	-	103,179	112,789	-	215,968
1886	-	-	96,964	129,923	-	230,887
1887	-	-	92,764	126,064	-	218,828
1888	-	-	89,397	133,011	-	222,408
1889	-	-	86,649	142,420	-	229,069
1890	-	-	83,079	151,831	-	234,910

The foregoing table includes a full crew and a master for every vessel included in Table B irrespective of the time the vessel was employed.

## APPENDIX XCIX.

TABLE D.

NUMBER of PERSONS employed in VESSELS (registered under the Merchant Shipping Acts) belonging to the UNITED KINGDOM and the ISLE of MAN (but exclusive of the CHANNEL ISLANDS), which were returned as employed in the Home and Foreign Trades in each year from 1886 to 1890.

NOTE.—Persons employed in vessels engaged in inland navigation and in yachts are not included.

Year.	British Seamen.	Foreign Seamen.	Lascars.	Masters.*	Fishermen (including Skippers).	Total.
1886	144,332	24,767	16,673	13,917	21,203	230,892
1887	141,884	23,657	17,535	13,553	22,149	216,778
1888	144,201	24,937	18,437	13,390	21,958	222,923
1889	147,612	26,598	19,949	13,582	21,828	229,569
1890	151,133	26,998	23,734	13,563	20,483	234,911

\* The number of masters is estimated at the rate of one for each trading vessel employed.

Note 1.—The number of persons employed in each year is the sum of the number of persons engaged for the first crew of each vessel employed during the year.

Note 2.—The above table only includes crews for such Isle of Man vessels as shipped their crews at ports in the United Kingdom for foreign voyages.

## APPENDIX C.

TABLE E.—LOSS OF LIFE AT SEA.

STATEMENT showing the LOSS OF LIFE at SEA (in continuation of Parliamentary Papers C.—3875 and 150/91 to the latest date for which returns are made):—

Board of Trade,  
12th January 1892. }

TABLE showing the LIVES lost by Wreck, Drowning, or other Accident in British Merchant Ships registered in the United Kingdom,

Calendar Years 1883 to 1891 inclusive.

Year.	Masters and Seamen employed.	Masters and Seamen lost.					Per-centages and Proportions.			Lives lost in Merchant Ships registered in United Kingdom.		
		Drowned.			By Accident other than Drowning.	Total Number lost by other Accident.	Masters and Seamen lost to Masters and Seamen employed.			Masters and Seamen.	Passengers (lost by Wreck only).	Total.
		By Wrecks and Casualties.	When Vessel was not damaged.	Total.			Number lost by Wrecks and Casualties to number employed.	Number lost by Wrecks and Casualties and other than by Drowning or Accidents to number employed.	Number lost by Drowning and other Accidents to number employed.			
1883	191,110	2,023	666	2,689	210	2,899	1'06 or 1 in 94	1'41 or 1 in 71	1'52 or 1 in 66	2,899	89	2,988
1884	189,056	1,186	530	1,766	189	1,935	'63 or 1 in 159	'93 or 1 in 107	1'03 or 1 in 97	1,935	227	2,162
1885	195,717	1,189	469	1,658	192	1,850	'91 or 1 in 165	'85 or 1 in 118	'95 or 1 in 106	1,850	54	1,904
1886	190,689	1,022	500	1,592	186	1,778	'85 or 1 in 183	'80 or 1 in 125	'89 or 1 in 112	1,778	63	1,841
1887	196,679	1,242	534	1,776	218	1,994	'83 or 1 in 153	'90 or 1 in 111	1'01 or 1 in 99	1,994	329	2,323
1888	201,165	968	535	1,531	209	1,760	'43 or 1 in 208	'77 or 1 in 130	'87 or 1 in 114	1,760	774	2,534
1889	207,741	794	517	1,611	236	1,847	'38 or 1 in 262	'66 or 1 in 147	'79 or 1 in 126	1,847	31	1,878
1890	214,427	1,166	*	*	*	*	'54 or 1 in 184	*	*	*	161	*
1891	*	836	*	*	*	*	'39 or 1 in 255	*	*	*	539†	*

† Including 531 lost in "Utopia."

NOTE.—The figures in column 1 of the Return C.—3875, 1884, for years prior to 1883 included some Lascars and a large number of men employed in fishing vessels, and the figures in columns 3, 5, and 6, included some duplicate entries, a few deaths of Lascars and a number of deaths in colonial vessels and fishing vessels. A detailed examination of the figures for the year 1881 showed that these errors balanced each other, and that the proportions given in columns 8, 9, and 10 were therefore substantially accurate.

The uncorrected and corrected figures for 1881 were as follows:—

1881 Uncor- rected.	209,481	2,352	1,123.	3,475	273	3,748	1'12 or 1 in 89	1'66 or 1 in 60	1'79 or 1 in 56	3,748	231	3,979
1881 Cor- rected.	186,719	2,352	732	3,084	194	3,278	1'36 or 1 in 79	1'65 or 1 in 60'64	1'78 or 1 in 56'96	3,278	231	3,509

The process of correction is fully set forth in Appendix D. to Parliamentary Paper C.—5094, 1887.

The figures for recent years include no duplicate entries, nor any returns relating to deaths in colonial vessels, nor employment or deaths in fishing vessels, and have been compiled on precisely the same lines as the corrected figures for 1881, except that the returns relating to Lascars have been more complete in recent years, and that since the year 1886 returns relating to employment and deaths in yachts have been omitted. Column 2 includes only deaths at sea, but columns 3 and 5 include not only deaths at sea, but also some deaths in rivers and harbours.

NOTES.—The loss of life other than by wrecks and casualties for the last two years cannot yet be inserted.

The figures in column 2 for 1890 and 1891 are subject to correction.

The per-centage for 1891 is worked on the "Employed" figures for 1890, the Navigation and Shipping Return for 1891 not being published.

APPENDIX CI.

TABLE F.—LOSS OF LIFE IN SHIPS registered in the UNITED KINGDOM by "WRECKS" and "CASUALTIES." Calendar years 1875 to 1891.

Ships registered in the United Kingdom only. No Fishing Vessels.

Whole NUMBER of LIVES lost by WRECKS and CASUALTIES to Sailing and Steamships registered in the United Kingdom, whether attended with total loss of Ships or not, and showing also the headings under which the Wrecks and Casualties are classed.

Year.	Classification.											
	(1.) Grand Totals.		(2.) Collisions.		(3.) Strandings.		(4.) Foundering.		(5.) Missing.		(6.) Other Causes.	
	Crew.	Passen- gers.	Crew.	Passen- gers.	Crew.	Passen- gers.	Crew.	Passen- gers.	Crew.	Passen- gers.	Crew.	Passen- gers.
1875	1,299	193	52	2	314	122	154	5	670	39	109	25
1876	1,650	178	107	22	343	6	96	1	1,018	147	86	2
1877	1,233	208	97	65	317	119	113	9	628	15	78	—
1878	1,131	60	40	10	279	87	78	2	639	8	95	3
1879	1,338	218	107	15	195	17	107	117	851	61	78	3
1880	1,691	98	44	1	399	11	171	62	997	11	130	13
1881	2,352	231	104	3	585	162	145	19	1,414	30	104	17
1882	1,568	84	91	10	844	30	114	2	916	10	103	2
1883	2,023	89	33	6	357	16	114	56	1,946	11	123	—
1884	1,186	227	143	96	253	117	113	2	582	5	7	—
1885	1,159	54	61	31	147	11	100	1	770	19	111	2
1886	1,092	53	25	4	171	38	89	4	709	6	98	1
1887	1,245	359	85	269	246	57	122	23	701	7	91	3
1888	966	774	147	7	208	6	57	—	491	756*	63	5
1889	771	55	175	4	101	32	40	2	377	24	78	3
1890	1,166	161	98	5	228	99	90	38	670	16	80	3
1891†	896	535	104	525†	252	9	71	1	319	—	90	—

\* Including 703 lost in the S.S. "Vaitarna," trading in India. † Including 521 lost in the S.S. "Utopia" at Gibraltar.  
‡ The figures for 1891 are subject to correction.

APPENDIX CII.

TABLE G. (a).—SAILING SHIPS: "Wrecks" (i.e., total losses only) Calendar years 1875 to 1891 inclusive.

Ships registered in the United Kingdom only. No Fishing Vessels.  
NUMBER OF VESSELS, TONS and LIVES lost by each description of Wreck.

Year.	(1.) Grand Totals.												Classification.											
	Vessels lost.		Lives lost.		(2.) Collisions.		(3.) Strandings.		(4.) Foundering.		(5.) Missing.		(6.) Other causes.		Vessels lost.		Lives lost.							
	No.	Tonnage.	Crew.	Passen- gers.	No.	Tonnage.	Crew.	Passen- gers.	No.	Tonnage.	Crew.	Passen- gers.	No.	Tonnage.	Crew.	Passen- gers.	No.	Tonnage.	Crew.	Passen- gers.				
	1875	490	144,203	921	84	43	6,805	22	2	290	78,706	223	82	33	20,759	137	4	55	17,603	534	23	20	11,931	—
1876	407	100,842	1,119	78	30	5,554	49	—	131	71,008	274	6	86	36,347	72	1	64	36,727	716	70	37	20,333	10	1
1877	435	133,333	753	90	34	10,059	71	65	295	89,228	170	5	63	23,744	75	9	45	13,731	426	11	26	14,523	1	—
1878	446	141,384	743	34	35	6,200	30	1	247	65,746	177	24	93	31,019	46	2	44	17,940	479	7	27	16,979	11	—
1879	420	139,304	747	78	40	8,150	40	3	236	71,348	89	7	84	24,905	53	2	45	22,654	562	60	14	8,510	4	—
1880	623	193,119	1,119	17	31	8,974	34	—	253	88,220	201	2	123	46,545	90	—	78	23,138	759	9	42	31,242	35	6
1881	645	198,476	1,004	17	47	12,223	71	1	343	84,911	379	6	103	37,331	79	—	112	35,226	1,030	10	41	25,632	9	—
1882	463	154,012	871	16	33	7,836	35	3	254	81,651	153	4	80	23,571	33	—	61	26,267	610	7	25	16,537	29	3
1883*	470	152,103	1,123	31	20	7,350	31	2	236	74,420	191	6	80	25,580	63	—	32	31,545	838	11	23	18,908	—	—
1884	334	107,009	997	75	30	3,255	28	—	190	53,016	161	68	51	14,802	37	—	40	17,984	440	5	23	12,943	1	—
1885	304	107,609	634	17	37	5,941	33	3	178	37,272	93	6	43	14,149	37	—	40	19,540	464	9	16	10,727	27	—
1886	391	132,272	630	15	42	4,618	13	—	213	38,090	119	5	66	15,321	79	4	33	15,302	411	6	42	25,263	17	—
1887	263	94,909	313	207	29	3,343	61	353	134	44,566	111	—	41	14,040	33	2	26	13,229	309	2	26	14,126	5	—
1888*	297	110,056	547	26	23	10,894	73	6	137	30,369	116	2	46	12,041	14	—	39	15,321	346	45	31	21,551	1	—
1889	215	83,415	391	30	26	9,117	68	—	122	40,131	76	16	29	7,533	6	1	34	12,869	297	1	14	8,693	13	—
1890	276	89,694	637	16	33	9,150	35	1	156	44,990	148	1	42	13,026	7	—	34	20,021	441	14	9	8,439	9	—
1891*	275	79,501	431	7	29	4,301	33	3	137	43,070	131	4	49	15,506	30	—	40	8,330	214	—	19	10,205	13	—

\* The figures for the year 1891 are subject to correction.

TABLE G. (b).—STEAMSHIPS: "Wrecks" (i.e., total losses only). Calendar years 1875 to 1891 inclusive.

Ships registered in United Kingdom only. No Fishing Vessels.  
NUMBER OF VESSELS, TONS, and LIVES lost by each description of Wreck.

Year.	Classification.																							
	(1.) Grand Totals.				(2.) Collisions.				(3.) Strandings.				(4.) Foundering.				(5.) Missing.				(6.) Other Causes.			
	Vessels lost.		Lives lost.		Vessels lost.		Lives lost.		Vessels lost.		Lives lost.		Vessels lost.		Lives lost.		Vessels lost.		Lives lost.		Vessels lost.		Lives lost.	
	No.	Tonnage.	Crew.	Passengers.	No.	Tonnage.	Crew.	Passengers.	No.	Tonnage.	Crew.	Passengers.	No.	Tonnage.	Crew.	Passengers.	No.	Tonnage.	Crew.	Passengers.	No.	Tonnage.	Crew.	Passengers.
1875	69	44,140	307	106	10	4,613	24	—	47	32,045	83	70	5	940	17.	1	6	4,044	136	13	1	1,598	47	25
1876	78	65,299	443	90	14	9,500	47	22	44	26,987	66	—	6	5,402	24	—	10	9,896	304	77	4	3,415	2	—
1877	79	48,543	379	85	9	4,077	24	—	47	27,838	123	91	10	4,130	38	—	9	5,421	192	4	4	2,077	2	—
1878	90	68,485	280	18	10	7,365	7	9	58	38,423	87	8	11	5,822	32	—	8	5,580	160	1	3	1,296	—	—
1879	107	78,632	502	137	12	9,614	59	12	64	45,323	97	9	14	10,591	55	115	13	12,508	239	1	4	746	2	—
1880	90	64,937	466	71	14	10,844	6	—	49	39,081	130	7	15	10,602	81	69	10	8,346	233	2	2	914	1	—
1881	135	91,779	636	106	14	9,061	23	1	83	57,635	194	156	18	11,090	66	19	17	12,946	348	20	3	1,047	1	—
1882	146	105,003	601	14	19	13,006	49	7	92	63,293	171	2	17	10,226	81	9	13	11,898	300	3	6	4,590	—	—
1883	142	101,388	772	67	19	13,934	45	3	86	50,911	164	8	8	6,602	51	56	24	17,909	508	—	6	3,027	4	—
1884	146	118,877	377	129	31	23,652	90	62	89	74,939	60	47	12	6,015	76	—	9	4,260	142	—	5	4,711	—	—
1885	126	106,635	460	33	23	13,889	37	17	74	69,837	44	5	14	9,364	78	1	11	11,344	306	10	4	1,011	—	—
1886	127	99,735	340	32	16	12,730	1	—	80	50,515	40	32	10	4,616	10	—	16	12,292	298	—	6	1,592	—	—
1887	128	98,725	633	86	17	8,605	20	3	68	56,129	130	66	22	10,987	80	21	16	18,709	392	5	5	4,335	—	—
1888	109	73,100	361	71	25	18,389	73	1	66	39,570	89	3	15	10,714	43	—	6	8,695	147	706*	7	892	—	—
1889	105	80,731	301	51	24	13,872	138	3	60	46,173	20	4	11	5,005	32	1	5	5,745	110	23	5	4,376	1	—
1890	130	110,694	427	141	21	14,307	39	2	70	72,205	35	98	17	8,674	32	38	9	9,613	220	3	7	6,195	1	—
1891†	116	91,652	277	53	32	24,592	71	52†	54	46,547	73	—	16	9,366	52	—	4	4,123	81	—	10	7,324	—	—

\* Including 708 lost in the S.S. "Vaitarna" trading in India. † Lost in the S.S. "Utopia" at Gibraltar.

‡ The figures for the year 1891 are subject to correction.

TABLE G. (c).—STEAM AND SAILING SHIPS: "Wrecks" (i.e., total losses only). Calendar years 1875 to 1891 inclusive.

Ships registered in United Kingdom only. No Fishing Vessels.  
NUMBER OF VESSELS, TONS, and LIVES lost by each description of Wreck.

Year.	Classification.																							
	(1.) Grand Totals.				(2.) Collisions.				(3.) Strandings.				(4.) Foundering.				(5.) Missing.				(6.) Other Causes.			
	Vessels lost.		Lives lost.		Vessels lost.		Lives lost.		Vessels lost.		Lives lost.		Vessels lost.		Lives lost.		Vessels lost.		Lives lost.		Vessels lost.		Lives lost.	
	No.	Tonnage.	Crew.	Passengers.	No.	Tonnage.	Crew.	Passengers.	No.	Tonnage.	Crew.	Passengers.	No.	Tonnage.	Crew.	Passengers.	No.	Tonnage.	Crew.	Passengers.	No.	Tonnage.	Crew.	Passengers.
1875	559	188,403	1,228	193	53	10,818	53	2	337	111,651	305	123	88	30,600	154	5	61	21,646	670	39	21	13,680	47	25
1876	575	216,141	1,562	177	44	16,043	96	22	325	98,806	340	6	91	41,839	96	1	74	30,683	1,018	147	41	23,740	12	1
1877	536	194,870	1,132	193	43	14,127	95	65	342	117,133	293	96	93	29,874	113	9	57	19,103	628	15	29	16,000	3	—
1878	594	200,369	1,029	129	45	13,694	37	10	305	103,167	264	32	104	36,834	78	2	82	23,539	639	8	30	18,275	11	—
1879	627	211,446	1,340	200	52	17,794	96	16	300	110,663	186	16	98	35,406	107	117	69	34,962	851	61	18	6,536	6	—
1880	715	258,106	1,276	88	45	19,618	40	—	401	122,501	331	9	137	57,447	171	62	86	54,484	907	11	44	22,166	36	6
1881	780	290,255	2,240	213	61	21,347	90	2	480	142,546	673	163	130	46,451	145	10	129	51,242	1,414	30	44	20,669	9	—
1882	804	297,015	1,472	30	67	20,643	84	10	346	144,944	329	6	97	34,097	114	2	74	37,165	916	10	30	20,197	29	2
1883	612	256,486	1,895	89	39	21,294	76	5	346	134,331	355	10	88	32,432	114	66	100	49,454	1,346	11	33	18,935	4	—
1884	460	220,879	1,044	804	61	32,007	127	89	279	127,665	221	113	63	20,817	113	2	40	22,444	582	5	28	17,566	1	—
1885	490	213,704	1,094	60	60	19,880	60	10	253	127,509	137	11	57	23,513	100	1	51	30,884	770	19	20	12,378	27	—
1886	518	218,077	988	47	53	17,338	14	—	298	117,014	150	37	66	19,637	89	4	40	30,504	708	6	47	27,324	17	—
1887	380	198,534	1,158	332	43	16,833	81	268	202	100,695	243	66	63	25,937	122	23	62	31,998	701	7	30	18,991	5	—
1888	390	188,816	893	768	30	20,253	141	7	215	10,459	204	5	61	22,755	57	—	34	19,916	491	756*	38	22,453	1	—
1889	320	169,147	693	51	30	27,989	106	3	182	93,354	66	22	40	17,598	40	2	20	18,698	377	24	10	14,568	13	—
1890	408	200,818	1,084	157	50	23,460	54	8	232	117,105	230	69	59	21,600	89	36	43	29,624	604	17	16	8,654	10	—
1891†	339	171,053	793	628	61	28,493	60	624†	101	80,617	224	4	65	25,071	72	—	44	9,443	295	—	28	18,029	19	—

\* Including 708 lost in the S.S. "Vaitarna" trading in India. † Including 821 lost in the S.S. "Utopia" at Gibraltar.

‡ The figures for the year 1891 are subject to correction.



TABLE H. (b).—TIMBER LADEN SHIPS, &c.—continued.

MISSING.																						
Year.	Bound to the United Kingdom from Foreign or Colonial Ports.				Bound between Ports Abroad.				In United Kingdom Coasting Trade.				In Foreign and Colonial Local Trades.				Total.		Grand Total.			
	Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.		Sailing.		Steam.	Sailing.	Vessels.	Lives lost.		
	Vessels.	Lives lost.	Vessels.	Lives lost.	Vessels.	Lives lost.	Vessels.	Lives lost.	Vessels.	Lives lost.	Vessels.	Lives lost.	Vessels.	Lives lost.	Vessels.	Lives lost.	Vessels.	Lives lost.				
1873	—	—	9	115	—	—	1	8	—	—	3	15	—	—	1	10	—	—	14	148	14	148
1874	—	—	5	85	—	—	2	13	—	—	—	—	—	—	1	4	—	—	8	102	8	102
1875	—	—	2	44	—	—	—	—	—	—	—	—	—	—	1	5	—	—	3	40	3	40
1876	—	—	1	8	—	—	2	36	—	—	—	—	—	—	1	13	—	—	4	56	4	56
1877	—	—	2	34	—	—	—	—	—	—	—	—	—	—	1	—	—	—	2	34	2	34
1878	1	20	2	24	—	—	1	5	—	—	—	—	—	—	2	30	1	20	5	59	6	79
1879	—	—	1	10	—	—	1	8	—	—	—	—	—	—	—	—	—	—	2	18	2	18
1880	—	—	6	109	—	—	—	—	—	—	—	—	—	—	3	6	—	—	9	115	9	115
1881	—	—	10	148	—	—	5	73	—	—	—	—	—	—	1	9	—	—	16	229	16	229
1882	—	—	1	17	—	—	1	7	—	—	—	—	—	—	2	8	—	—	4	32	4	32
1883	—	—	5	97	—	—	1	9	—	—	2	7	—	—	—	—	—	—	8	113	8	113
1884	—	—	2	36	—	—	2	16	—	—	1	5	—	—	2	9	—	—	7	66	7	66
1885	—	—	3	42	—	—	2	21	—	—	—	—	—	—	—	—	—	—	5	63	5	63
1886	—	—	6	83	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	83	6	83
1887	1	18	2	25	—	—	2	16	—	—	1	2	1	6	2	12	2	24	7	55	9	79
1888	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
1889	—	—	2	33	—	—	2	16	—	—	—	—	—	—	—	—	—	—	4	40	4	40
1890	—	—	1	9	—	—	2	13	—	—	—	—	—	—	2	15	—	—	5	36	5	36
1891	—	—	1	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	9	1	9

TOTAL.

1873	—	—	27	137	—	—	5	18	—	—	4	15	—	—	5	12	—	—	41	177	41	177
1874	—	—	10	114	—	—	7	13	—	—	—	—	—	—	3	4	—	—	29	131	29	131
1875	—	—	11	60	—	—	5	1	—	—	1	—	—	—	3	6	—	—	20	67	20	67
1876	—	—	9	36	—	—	4	36	—	—	—	—	—	—	5	30	—	—	18	102	18	102
1877	—	—	13	39	—	—	5	1	—	—	1	—	—	—	1	—	—	—	20	40	20	40
1878	1	20	10	24	—	—	7	11	—	—	—	—	—	—	4	30	1	20	21	66	22	88
1879	—	—	3	26	—	—	7	8	—	—	—	—	—	—	3	1	—	—	13	33	13	33
1880	—	—	32	164	—	—	5	3	—	—	—	—	—	—	6	7	—	—	43	174	43	174
1881	—	—	29	137	—	—	10	75	—	—	1	—	—	—	5	13	—	—	45	275	45	275
1882	1	—	3	18	—	—	3	7	—	—	1	1	—	—	6	8	1	—	13	34	14	34
1883	—	—	10	113	—	—	6	32	—	—	3	7	—	—	3	—	—	—	22	151	22	151
1884	—	—	6	46	—	—	3	16	—	—	2	5	—	—	5	9	—	—	16	75	16	75
1885	—	—	5	42	—	—	4	31	—	—	—	—	—	—	1	1	—	—	10	74	10	74
1886	—	—	13	86	—	—	4	—	—	—	3	—	—	—	1	—	—	—	21	86	21	86
1887	1	18	8	25	—	—	12	25	—	—	1	2	1	6	7	12	2	24	28	64	30	88
1888	—	—	1	—	1	—	—	—	—	—	1	4	1	—	3	—	2	—	5	4	7	4
1889	—	—	4	36	—	—	7	18	—	—	—	—	—	—	6	4	—	—	18	58	18	58
1890	1	—	11	9	—	—	4	12	—	—	—	—	—	—	4	16	1	—	19	36	20	36
1891	—	—	5	9	—	—	3	—	—	—	—	—	—	—	3	—	—	—	11	9	11	9

## APPENDIX CIV.

TABLE I.

RETURN of CASES from 6th May 1885 to 3rd February 1892, in which the BOARD OF TRADE have proceeded summarily against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, Section 24, for improper DECK-LOADING.

1885.

RETURN of CASES for the Year 1885, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, Section 24, for DECK-LOADING.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
PART I. (English.)							
"Cambrian"	Master	Deck-loading	Lowestoft	6 May	Convicted	£ s. d. 25 0 0	£ s. d. 0 8 6

1887.

RETURN of CASES for the Year 1887, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, Section 24, for DECK-LOADING.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
PART I. (English.)							
"Commonwealth"	Master	Deck cargo, Merchant Shipping Act, 1876, section 24.	Sligo	21 December	Convicted	£ s. d. 10 0 0	£ s. d. —
"Louise"	"	"	Hull	30 December	"	1 0 0	1 6 0
PART II. (Foreign.)							
"Waldimir"	"	Deck cargo, Merchant Shipping Act, 1876, section 24.	Hull	21 December	"	1 1 0 to include costs.	—

1888.

RETURN of CASES for the Year 1888, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, Section 24, for DECK-LOADING.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
PART I. (English.)							
"Talbot"	Master	Excessive deck cargo	Cockermouth	9 January	Dismissed	£ s. d. —	£ s. d. —
"Empress"	"	Deck cargo, Merchant Shipping Act, 1875, section 24.	Liverpool	14 February	Convicted	10 0 0	2 18 1
"City of Lincoln"	"	"	"	23 February	"	2 0 0	3 1 4
"Rogerson"	"	"	Barrow	29 February	"	3 0 0	1 18 0
"Capulet"	"	"	Liverpool	20 March	"	10 0 0	2 18 0
"Niobe"	"	"	Londonderry	26 March	"	1 0 0	1 0 0
PART II. (Foreign.)							
"Stanley" (Norway)	"	Deck cargo, Merchant Shipping Act, 1876, section 24.	Liverpool	28 February	"	2 0 0	2 18 0

1889.

RETURN of CASES, for the Year 1889, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, Section 24, for DECK-LOADING.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
PART I. (English.)							
"Bron Hambro"	Master	Deck-loading, Merchant Shipping Act, 1876, section 24.	Cardiff	13 February	Convicted	£ s. d. 10 0 0	£ s. d. 0 18 6
"Westella"	"	"	Hull	12 December	"	1 0 0	1 6 0
"Mojjam"	"	"	Liverpool	7 December	"	2 0 0	2 19 4
PART II. (Foreign.)							
"Commerziawith Fowler" (German).	"	Excessive deck cargo, Merchant Shipping Act, 1876, section 24.	Boston	15 January	"	5 0 0	1 11 6
"Artushof" (Germany).	"	"	Cardiff	27 February	"	2 0 0	0 14 0
"Noah" (Norway)	"	"	Goole	27 March	Summons dismissed.	But with no costs.	—
"Gioja" (Norway)	"	"	Blackpool	8 April	"	—	—
"Magnus Barford" (Norway).	"	"	North Shields.	11 April	Convicted	5 0 0	1 15 9

1890.

RETURN of CASES for the Year 1890, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, Section 24, for DECK-LOADING.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
PART I. (English.)							
"Ione"	Master	Deck-loading, Merchant Shipping Act, 1876, section 24.	London (Bow Street).	6 May	Convicted	£ s. d. 3 0 0	£ s. d. —
"Ione"	Owner	Being party to above	"	"	Withdrawn	—	—
"Norway"	Master	Deck-loading, Merchant Shipping Act, 1876, section 24.	West Hartlepool.	23 May	Convicted	10 0 0	0 9 0
PART II. (Foreign.)							
"Uguzeems" (Russian).	"	Deck cargo, Merchant Shipping Act, 1876, section 24.	Leith	17 January	"	5 0 0	1 1 0
"Lamiter" (Russia).	"	Deck-loading, Merchant Shipping Act, 1876, section 24.	King's Leith	10 March	"	5 0 0	3 9 0
"Hooding" (Norway).	"	"	Liverpool	16 April	"	25 0 0	2 14 8
"Orne" (Norway)	"	"	London (Bow Street)	6 May	"	5 0 0	2 2 0
"Viktoria" (Norway).	"	"	"	"	"	5 0 0	2 2 0
"Padre Angeno" M. 9238/90 (Italian).	"	Deck-loading, Merchant Shipping Act, 1876, section 24.	Goole	4 June	"	0 10 0	0 9 0
"Lindsholmer" (Sweden).	"	"	West Hartlepool.	12 December	"	2 0 0	0 9 0
"Pollux" (Russia)	"	"	Plymouth	16 December	"	10 0 0	2 12 0



1891.

RETURN of CASES for the Year 1891, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, Section 24, for DECK-LOADING.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
PART I. (English.)							
"Laneberg"	Master	Deck cargo, Merchant Shipping Act, 1876, section 24.	West Hartlepool.	9 January	Convicted	£ s. d. 5 0 0	£ s. d. 0 11 0
"Ruth"	"	"	Glasgow	4 February	"	5 0 0 to include costs.	3 12 4
"Eugene Gasta"	"	"	Haverford-west.	8 January	"	5 0 0	2 3 0
"Mark Curry"	"	"	Liverpool	24 March	"	40 0 0	0 6 6
"Mary Lobden"	"	"	West Hartlepool.	25 March	"	5 0 0	0 7 6
"Tanored"	"	"	Cardiff	6 May	"	5 0 0	2 2 6
"Celesto"	"	"	Newport	27 July	"	15 0 0 to include costs.	—
"Panther"	"	"	Hull	8 December	"	1 0 0	0 5 0
"Thyra"	"	"	"	"	"	2 0 0	1 6 0
"Zeriba"	"	"	Falkirk	14 December	"	5 0 0	—
PART II. (Foreign.)							
"Sigva" (Sweden)	"	Deck cargo, Merchant Shipping Act, 1876, section 24.	London (Bow Street).	7 February	"	5 0 0	1 1 0
"Bravo" (Sweden)	"	"	Goole	25 February	"	0 10 0	0 13 0

1891.

RETURN of CASES for the Year 1891, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, Section 24, for DECK-LOADING.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
PART II. (Foreign.)							
"Gustavo" (German)	Master and owner.	Deck cargo, Merchant Shipping Act, 1876, section 24.	Falkirk	24 March	Convicted.	£ s. d. 4 4 0	£ s. d. —
"Alexander II." (German).	Master	"	Hull	23 March	"	1 0 0	1 8 0
"Uhlenhorst" (German).	"	"	Newcastle	2 March	"	10 0 0	7 18 0
"Lamek" (Russia)	"	"	Goole	25 March	"	0 5 0	2 4 0
"Elgor" (Norway)	"	"	Edinburgh	7 April	"	5 0 0	—
"Clarkour" (Denmark).	"	"	Hull	29 April	"	2 0 0	1 6 0
"Lahneck" (German).	"	"	"	17 April	"	1 0 0	1 6 0
"Christian Johnson" (Norway).	"	"	Newcastle	16 April	"	5 0 0	2 11 0
"Framet" (Sweden)	"	"	Hull	23 November	"	2 10 0	1 8 0
"Henry F. Smith" (U.S.A.).	"	"	Liverpool	3 December	"	10 0 0	0 4 6
"Progress" (Norway).	"	"	Edinburgh	28 December	"	3 0 0	—
"Charles Devouport" (U.S.A.).	"	"	Falkirk	29 December	"	10 0 0	—
"Litonia" (Russia)	"	"	"	30 December	"	15 0 0	—
"Pietronella" (Denmark).	"	"	Cupar Fife	7 December	"	7 0 0 or 30 days' imprisonment.	2 0 0
"La Rochelle" (France).	"	"	Newport (Mon.).	"	"	20 0 0	0 16 0

1892.

RETURN of CASES for the Year 1892, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, Section 24, for DECK-LOADING.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
PART I. (English.)							
"Cardiff Castle" -	Master	Deck-loading	Liverpool	3 February	Convicted	£ s. d. 1 0 0	£ s. d. 2 18 0
PART II. (Foreign.)							
"Max" (Russia) -	"	Deck-loading	Falkirk	29 January	"	9 0 0	—

## APPENDIX CV.

TABLE J.

### CUSTOMS CONSOLIDATION ACT, 1853.

Section CLXX.—Before any clearing officer permits any ship wholly or in part laden with timber or wood goods to clear out from any British port in North America or in the settlement of Honduras for any port in the United Kingdom at any time after the 1st day of September or before the 1st day of May in any year, he shall ascertain that the whole of the cargo of such ship is below deck, and shall give the master of such ship a certificate to that effect, and no master of any ship so laden shall sail from any of the ports aforesaid for any port of the United Kingdom at any such time as aforesaid until he has obtained such certificate from the clearing officer.

Section CLXXI.—No master of any ship in respect of which such certificate as aforesaid has been obtained shall place or permit or cause to be placed or remain upon or above the deck of such ship any part of the cargo thereof until such ship has arrived at the port of her destination. Provided always that if the master of

any such ship consider that it is necessary, in consequence of the springing a leak or of other damage received or apprehended during the voyage, to remove any portion of the cargo upon deck, he may remove or cause to be removed upon the deck of such ship so much of the cargo and may permit the same to remain there for such time as he considers expedient, provided also that the store spars or other articles necessary for the ship's use shall not be taken to be the cargo for the purposes of this Act.

Section CLXXII.—If any master of any ship for which such certificate as aforesaid is required sails or attempts to sail without having obtained such certificate or places or permits or causes to be placed or to remain or be upon or above the deck of such ship any part of the cargo thereof, except in the cases in which the same is not hereby forbidden, he shall for every offence forfeit and pay any sum not exceeding 100*l.*

## APPENDIX CVI.

TABLE K.

The ENTRIES of TONNAGE coming into the PORTS of LONDON, GLASGOW, and LIVERPOOL in the last five years were as follow, in thousands of tons:—

	1886.	1887.	1888.	1889.	1890.
Glasgow - -	2,586	2,713	2,685	2,789	2,874
Liverpool - -	7,566	7,940	8,104	8,445	8,408
London - -	11,986	12,307	13,114	13,662	13,141

Omitting the COASTING TRADE, the entries were, in thousands of tons:—

	1886.	1887.	1888.	1889.	1890.
Glasgow - -	918	972	994	1,058	1,121
Liverpool - -	5,017	5,186	5,368	5,789	5,789
London - -	6,810	6,880	7,470	7,550	7,708

## APPENDIX CVII.

TABLE O.  
CRIMPING.

MERCHANT SHIPPING ACT, 1854, SS. 147 AND 148. RETURN OF PROCEEDINGS UNDER.

No.	Ship.	Defendant.	Port.	Result.	
1889.					
23,419/88	"Edna" -	C. Hansen -	Hull -	Acquitted.	
4,970/89	"Marabout" -	C. Soley -	Liverpool -	Convicted.	
5,792/88	"Abyssinia" -	W. Palmer -	London - (Bow Street).	"	
10,520/89	"Knight of St. Michael." -	J. Jenkins -	Cardiff -	"	
11,816/	"Salham" -	D. Coniston -	" -	Acquitted.	
11,815/	" -	H. J. Harwood -	" -	"	
12,706/	"Adriatic" -	G. Howil -	Liverpool -	Convicted.	
No. M. No.	"Favonian" -	J. Langdon -	" -	Acquitted.	
15,312/89	"Lydie" -	A. Roderick -	Cardiff -	Convicted.	
1890.					
370/90	"John Smith" -	E. Webby -	Plymouth -	Convicted.	
4,143/	"Sirocco" -	M. Page and E. Webby.	" -	Acquitted.	
5,542/	"Anglia" -	J. E. Shore -	Greenock -	Convicted.	
5,542/	" -	J. Gallagher -	" -	"	
19,470/	"Godrevy" -	P. B. Sutcliffe -	Glasgow -	"	
1891.					
M. S. 538/91	" -	J. H. Lamb -	Liverpool -	Convicted.	Receiving money for procuring employment.
15,001/	"Lux" -	J. J. Johns -	Cardiff -	Acquitted.	
15,861	"Nairnshire" -	J. Niel -	London - (Bow Street).	Convicted.	

## APPENDIX CVIII.

TABLE P.

RETURN OF CASES from January 1883 to January 1892 inclusive, in which the BOARD OF TRADE have proceeded summarily against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for OVERLOADING their VESSELS so as to submerge in Salt Water the Centre of the Disc or for proceeding to SEA after VESSEL had been detained.

1883.

RETURN OF CASES for the Year 1883, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for taking their VESSELS to SEA after DETENTION.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"Orguelle" -	Master	Taking vessel to sea whilst under detention, section 34.	Bristol	18 January	Convicted	£ s. d. 20 0 0	£ s. d. —
SS. "Black Diamond."	"	"	"	17 March	Acquitted, but costs refused.	—	—
"Gracie" -	"	"	London	9 April	Convicted.	100 0 0	25 0 0
"Christian" -	"	"	Portsmouth	23 May	"	50 0 0	19 6 0 or 6 months' imprisonment.
"President field." Gar-	Managing Owner.	Sending vessel to sea whilst under detention, section 34. (Vessel overloaded.)	Renfrew	3 July	"	80 0 0	—
"President field." Gar-	Cashier to above.	Sending vessel to sea whilst under detention, section 34.	"	"	"	20 0 0	—
"Arthur" -	Master	Taking vessel to sea whilst under detention, section 34.	Hull	16 July	"	100 0 0	19 15 0
"Arthur" -	Owner	Being party to taking vessel to sea whilst under detention, section 34.	"	"	"	100 0 0	—

1884.

RETURN of CASES for the Year 1884, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for OVERLOADING their VESSELS so as to Submerge in Salt Water the CENTRE of the Disc.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
SS. "Walney" -	Owner	Submersion of disc, Merchant Shipping Act, 1876, section 28.	Whitehaven	24 January	Convicted	£ s. d. 10l. including costs.	
SS. "Strathnairn" -	"	"	Glasgow	15 September	"	10l. to include costs.	
SS. "Nar" -	Master	"	Edinburgh	22 November	Not proven	—	—
SS. "Northcote" -	"	"	Sunderland	29 December	Convicted	1 0 0	0 9 6
SS. "Rosebud" -	"	"	Swansea	30 December	"	20 0 0	6 0 6

1884.

RETURN of CASES for the Year 1884, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for taking their VESSELS to SEA after DETENTION.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
SS. "Hibernian" -	Master	Taking to sea after detention, Merchant Shipping Act, 1876, section 34.	Sunderland	29 August	Convicted	£ s. d. 20 0 0	£ s. d. 1 12 6

1885.

RETURN of CASES for the Year 1885, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, Section 28, for OVERLOADING their VESSELS so as to Submerge in Salt Water the CENTRE of the Disc.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
SS. "Grandholm" -	Master	Submersion of disc, Merchant Shipping Act, 1876, section 28.	Falkirk	23 February	Convicted	£ s. d. 2 2 0	£ s. d. —
"Harrogate" -	"	"	Plymouth	28 March	"	5 0 0	19 6 0
"Senator" -	"	"	Newport (Mon.).	29 April	"	10l. to include costs.	
"Isle of Arran" -	"	"	"	22 June	"	10l. to include costs.	
"Presto" -	"	"	North Shields	2 September	"	10 0 0	1 11 6
"Elsmere" -	"	"	"	10 September	"	1 0 0	0 15 0
"Ecosaise" -	"	"	Newport (Mon.).	2 October	"	5 0 0	0 14 6
SS. "Radyr" -	"	"	Cardiff	11 December	"	50 0 0	2 8 6

1885.

RETURN of CASES for the Year 1885, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for taking their VESSELS to SEA after DETENTION.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
SS. "Pierremont" -	Master	Proceeding to sea after detention and before release, Merchant Shipping Act, 1876, sections 6 and 34.	—	26 October	Convicted	£ s. d. 5 0 0	£ s. d. 1 4 6

1886.

RETURN of CASES for the Year 1886, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for OVERLOADING their VESSELS so as to Submerge in Salt Water the CENTRE of the Disc.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"Sicilian"	Master	Submersion of disc, Merchant Shipping Act, 1876, section 28.	North Shields	4 January	Convicted	£ s. d. 5 0 0	£ s. d. 1 2 6
"Agnes & Louisa"	"	"	"	"	"	5 0 0	0 13 6
"Alacrity"	"	"	"	"	"	5 0 0	0 14 6
"Troqueur"	"	"	South Shields	18 January	"	10 0 0	0 15 6
"Ecoosaise"	"	"	North Shields	10 January	"	20 0 0	0 12 6
"Benamain"	"	"	Cardiff	29 January	"	2 0 0	0 15 6
"Iron Prince"	"	"	North Shields	22 March	"	5 0 0	0 18 6
"Iluna"	"	"	West Hartlepool.	26 March	"	2 0 0	0 8 0
SS. "Ulleswater"	"	"	North Shields	18 May	"	10 0 0	0 17 0
"Flaxmoss"	"	"	London	5 and 14 May	"	8 0 0	0 2 0
"Agenoria"	"	"	North Shields	23 June	"	10 0 0	1 3 6
"E. S. Jobson"	"	"	"	29 June	"	1 0 0	1 18 0
"Smeaton Tower"	"	"	Cardiff	30 July	"	5 0 0	0 6 6
"Northcote"	"	"	Newport	24 July	"	5 0 0	2 2 0
"Blencowe"	"	"	North Shields	20 October	"	5 0 0	1 15 0
"J. A. Harley"	"	"	Dublin	16 October	"	20 0 0	—
"Kingscote"	"	"	North Shields	8 November	"	10 0 0	1 4 6
"Cairngowan"	"	"	"	23 November	"	10 0 0	1 10 6
"Mabel"	"	"	"	20 December	"	10 0 0	0 10 6

1886.

RETURN of CASES for the Year 1886, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for sending their VESSELS to SEA after DETENTION.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"Elisa Gulton"	Owners	Sending vessel to sea after detention and before release, Merchant Shipping Act, 1876, section 34.	Sunderland	30 July	Convicted	£ s. d. 5 0 0	£ s. d. 1 3 6

1887.

RETURN of CASES for the Year 1887, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for OVERLOADING their VESSELS so as to Submerge in Salt Water the CENTRE of the Disc.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"Pontypridd"	Owner	Submersion of disc, Merchant Shipping Act, 1876, section 28.	Newport (Mon.)	25 January	Convicted	£ s. d. 3 10 0	£ s. d. 1 10 0
"Portugalete"	Master	"	Cardiff	4 February	Acquitted	—	—

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.		Costs imposed.			
						£ s. d.	£ s. d.				
SS. "Newminster"	Master	Submersion of disc, Merchant Shipping Act, 1876, section 28.	North Shields	27 January	Convicted	10	0	0	1	1	0
"Beryl"	"	"	Hull	21 February	"	10	0	0	1	10	0
"Talabot"	"	"	Workington	23 March	Acquitted	—	—	—	—	—	—
SS. "Draymon"	"	"	London	25 April	Convicted	10	0	0	0	10	0
"Arramore"	"	"	Liverpool	29 April	"	10	0	0	9	15	2
"Tredegar"	"	"	Newport	25 April	Acquitted	—	—	—	—	—	—
"Incemore"	"	"	Liverpool	12 May	Convicted	10	0	0	2	18	0
"Ella Constance"	"	"	Cardiff	24 July	"	5	0	0	0	6	6
"Allonby"	"	"	Sunderland	15 September	"	10	0	0	1	5	6
"Gwnyfaur"	"	"	Liverpool	29 October	"	1	0	0	2	14	8

1888.

RETURN of CASES for the Year 1888, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for OVERLOADING their VESSELS so as to Submerge in Salt Water the CENTRE of the DISC.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.		Costs imposed.			
						£ s. d.	£ s. d.				
"Otto McCrombie"	Master	Submersion of disc, Merchant Shipping Act, 1876, section 28.	Aberdeen	16 February	Convicted	5	0	0	0	18	0
"Joshua Nicholson"	"	"	Newport	3 April	"	Fined in costs.	—	—	0	8	6
"Hayburn"	"	"	Liverpool	19 June	"	10	0	0	10	0	11
"England"	"	"	Newport	6 July	"	25	0	0	2	4	0
"Minnie Irvine"	"	"	"	18 August	"	5	0	0	1	0	0
"Sir Galahad"	"	"	Liverpool	31 December	"	10	0	0	2	14	8

1889.

RETURN of CASES for the Year 1889, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for OVERLOADING their VESSELS so as to Submerge in Salt Water the CENTRE of the DISC.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.		Costs imposed.			
						£ s. d.	£ s. d.				
SS. "Brittany"	Master	Submersion of disc, Merchant Shipping Act, 1876, section 28.	Newport (Mon.).	8 March	Convicted	5	l.	to include costs.	—	—	—
"Nant Gwynant"	"	"	Edinburgh	29 March	"	5	0	0	1	0	0
"Alassio"	"	"	Hull	30 March	"	25	0	0	1	12	6
"Calabria"	"	"	North Shields	28 May	"	2	0	0	1	4	0
"Kent"	"	"	"	3 July	"	10	0	0	1	6	0
"Tay"	"	"	Swansea	6 July	"	10	0	0	10	2	0
"Coramaria"	"	"	North Shields	25 October	"	8	6	6	1	13	6
"Allonby"	"	"	Fenarth	28 October	"	5	0	0	2	2	9
"Glen Tilt"	"	"	Aberdeen	7 November	Acquitted	—	—	—	—	—	—
"Ariel"	"	"	Cardiff	27 November	Convicted	100	0	0	0	15	0

1889.

RETURN of CASES for the Year 1889, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for sending their VESSELS to SEA after DETENTION.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"Thor"	Master	Proceeding to sea after detention and before release, Merchant Shipping Act, 1876, section 34.	Newcastle	19 November	Convicted	£ s. d. 25 0 0	£ s. d. 3 18 6
"Thor"	Owner's Manager.	Being privy to above	"	"	Acquitted	—	—

1890.

RETURN of CASES for the Year 1890, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for OVERLOADING their VESSELS so as to Submerge in Salt Water the CENTRE of the Disc.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"Musgrave"	Master	Submersion of disc, Merchant Shipping Act, 1876, section 28.	Runcorn	3 February	Convicted	£ s. d. 10 0 0	£ s. d. 0 8 6
"Sir Galahad"	"	"	Birkenhead	4 February	Acquitted	—	—
"Creadon"	"	"	Llanelly	13 February	"	—	—
"Swallow"	"	"	Sunderland	21 March	Convicted	5 0 0	0 17 6
"Rydal Hall"	"	"	Cardiff	22 June	"	100 0 0	0 12 6
"Leda"	"	"	Newport (Mon.)	21 July	"	10 0 0	1 12 0
"Norberto"	"	"	"	23 July	"	10 0 0	0 7 6
"Derwentwater"	"	"	North Shields	26 July	Acquitted with a caution.	—	—
"Reggio"	"	"	Newport (Mon.)	28 July	Convicted	20 0 0	2 12 0
"Glassett"	"	"	Aberdeen	4 September	"	7 0 0	1 0 6
"Thetford"	"	"	London	9 October	"	5 0 0	5 0 0
"Rheubina"	"	"	Newport	12 November	"	25 0 0	2 5 0
"Humber"	"	"	Penarth	24 November	"	25 0 0	5 11 9
"Cairngorm"	"	"	Llanelly	1 December	"	10 0 0	3 7 6
"Domira"	"	"	Middlesbrough.	14 March	"	25 <i>l.</i> including costs.	

1890.

RETURN of CASES for the Year 1890, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for sending their VESSELS to SEA after DETENTION.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"Vivo"	Master	Proceeding to sea after detention and before release, Merchant Shipping Act, 1876, section 34.	Newcastle	21 January	Convicted	£ s. d. 25 0 0 reduced on appeal to 12 10 0	£ s. d. 1 0 8
"Vivo"	"	Carrying to sea detaining officer, Merchant Shipping Act, 1876, section 34.	"	"	"	25 0 0 reduced on appeal to 12 10 0	1 0 8

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"Vivo"	Owner's Superintendent.	Party to above offence	Newcastle	21 January	Convicted	£ s. d. 50 0 0 affirmed on appeal.	£ s. d. 1 0 8
"Vivo"	Owner	"	"	"	"	50 0 0 reduced on appeal to	0 19 8
"Wilhelm"	Master	Proceeding to sea after detention and before release, Merchant Shipping Act, 1876, section 34.	"	21 June	"	5 0 0 5 0 0	7 5 3

1891.

RETURN of CASES for the Year 1891, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for OVERLOADING their VESSELS so as to Submerge in Salt Water the CENTRE of the DISC.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"General Roberts"	Master	Submersion of disc, Merchant Shipping Act, 1876, section 28.	Newport (Mon.).	23 February	Convicted	£ s. d. 10l. to include costs.	£ s. d. —
"Rayner"	"	"	Newcastle	6 March	"	10 0 0	16 8 8
"Rapid"	"	"	Cardiff	18 March	"	20 0 0	3 15 3
"Denia"	Owner	"	Swansea	6 April	"	2s. and Court fees.	
"Denia"	Master	"	"	"	"	2l. and Court fees.	
"Moss Rose"	Manager of vessel.	"	Liverpool	14 April	"	20 0 0	3 19 2
"Gledholt"	Master	"	Newcastle	11 May	"	8 0 0	1 10 6
"Era"	"	"	Cardiff	22 May	"	5 0 0	0 7 0
"Magda"	"	"	"	27 May	"	100l. and costs.	
"County of Lancaster."	Owners	"	Liverpool	11 June	Acquitted	—	—
"County of Lancaster."	Master	"	"	"	"	—	—
"Dunvegan"	"	"	"	12 June	Convicted	5 0 0	0 6 6
"Leechmere"	"	"	London	20 June	"	15 0 0	10 0 0
"Aros"	"	"	Newcastle	10 August	"	10 0 0	3 0 3
"Gwenllian Thomas."	Master	"	Liverpool	8 August	"	25 0 0	2 14 8
"Activity"	"	"	"	10 August	"	10 0 0	1 10 9
"Fannie"	"	"	Newcastle	28 August	"	20 0 0	2 14 0
"Britannia"	"	"	Cardiff	—	Case dropped on payment of costs.	—	3 0 0
"Egremont Castle"	"	"	Hull	31 August	Convicted	12l. 7s. to include costs.	
"Utopia"	"	"	Poole	3 September	"	5 0 0	0 8 6
"Rosebud"	"	"	Glasgow	10 September	"	5 0 0	3 3 0
"Thomas Parker"	"	"	Newcastle	29 September	"	10 0 0	5 10 2
"Mary Ellen"	"	"	Ayr	13 October	"	5 0 0	3 15 6



Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"Horneberg"	Master.	Submersion of disc, Merchant Shipping Act, 1876, section 28.	Liverpool	23 October	Convicted	£ s. d. 20 0 0	£ s. d. 3 4 8
"Isle of Dursey"	"	"	"	"	"	1 0 0	3 15 3
"Lavinia"	"	"	"	3 November	Acquitted	—	—
"Roseland"	"	"	Glasgow	6 November	Not proven	—	—
"Achilles"	"	"	Ardrossan	12 November	Convicted	2 0 0	1 1 6
"Kate Forster"	"	"	Cardiff	12 November	"	20 0 0	0 7 6
"Vascongada"	"	"	Glasgow	"	"	2 2 0	3 3 0
"Sailor Prince"	"	"	Liverpool	16 November	Dismissed on payment of costs.	—	2 18 0
"San Hanford"	"	"	Glasgow	22 November	Acquitted	—	—
"Cassia"	"	"	Liverpool	"	Convicted	5 0 0	2 18 6
"Oria"	"	"	Cardiff	23 December	"	10 0 0	1 7 6
"Clunie"	"	"	Newcastle	28 September	"	10 0 0	10 16 3
"Duke of Portland."	"	"	Cardiff	30 December	"	50 0 0	0 7 6 or 1 month imprisonment.
"Nellie"	"	"	Newcastle	3 November	"	10 0 0	1 19 0
"Lord Aberdeen"	"	"	Liverpool	31 October	"	10 0 0	4 1 10
"Confidence"	"	"	Londonderry	3 December	"	5 0 0	0 13 6
"Trio"	"	"	Newcastle	27 December	"	5 0 0	1 18 6
"Dora Ewing"	"	"	Sunderland	30 October	"	2 0 0	0 15 0
"Foyle"	"	"	Liverpool	27 October	"	5 0 0	4 6 8
"Chatsworth"	"	"	Newcastle	25 October	"	5 0 0	3 9 0
"Sir Drake."	Francis	"	Cardiff	23 July	"	100 0 0	0 10 6
"Werfa"	"	"	"	11 March	"	20 0 0	1 10 6

1891.

RETURN of CASES for the Year 1891, in which the BOARD OF TRADE have instituted PROCEEDINGS against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for sending their VESSELS to SEA after DETENTION.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
"Mary Loiden"	Master	PART I. (English.)		25 March	Convicted	£ s. d. 5 0 0	£ s. d. 0 7 0
		Proceeding to sea after detention, Merchant Shipping Act, 1876, section 34.	West Hartlepool				
"Andriana" (Greek).	"	PART II. (Foreign.)		23 December	"	25 0 0	—
		Proceeding to sea after detention and before release, Merchant Shipping Act, 1876, section 34.	Cardiff				
"	"	Taking to sea an officer of Her Majesty's Customs.	"	"	"	23 0 0	2 15 0
"Ariadne" (Dutch)	"	Proceeding to sea after detention.	Newcastle	29 September	"	25 0 0	25 4 9

1892.

RETURN of CASES for the Year 1892, in which the BOARD OF TRADE have instituted PROCEEDING against SHIPOWNERS and SHIPMASTERS under the Merchant Shipping Act, 1876, for OVERLOADING their VESSELS: so as to Submerge in Salt Water the CENTRE of the Disc.

Name of Vessel.	Person proceeded against.	Offence.	Where prosecuted.	Date of Hearing.	Result.	Penalty imposed.	Costs imposed.
" Cairnglen "	Master	Submersion of disc, Merchant Shipping Act, 1876, section 28.	Newport (Mon.).	4 January	Convicted	£ s. d. 20l. to include costs.	£ s. d.
" Holme Force "	"	"	Liverpool	5 January	"	5 0 0	2 18 0
" Diamond "	"	"	Newcastle	12 January	"	15 0 0	1 0 6
" Broughshane "	"	"	Newport (Mon.).	18 January	"	10l. to include costs.	
" Springhill "	"	"	East Hartlepool.	15 January	"	10 0 0	9 9 4
" Benan "	"	"	Newport (Mon.).	"	"	10l. to include costs.	
" Aycliffe "	"	"	Middlesbro'	22 January	"	25 0 0	4 5 0
" Miranda "	"	"	Cardiff	25 January	"	20l. and costs.	
" Opah "	"	"	Hull	"	"	10 0 0	1 8 0
" Townley "	"	"	Penarth	"	"	20l. and costs.	
" Hajeen "	"	"	Cardiff	29 January	"	100l. and costs.	
" Hajeen "	"	"	"	"	"	"	"
" Ely Rise "	"	"	"	"	"	"	"

## APPENDIX CIX.

## LEEDS AND LIVERPOOL CANAL COMPANY.

POINTS DISCUSSED and ARRANGED by the CHAIRMAN and VICE-CHAIRMAN at the CANAL OFFICE, LIVERPOOL, 6th September 1890.

## BOWING, HAULING, AND DELAY AT BLACKBURN LOCKS.

It has been decided to place an additional horse and man at Blackburn Locks.

## BOWING, HAULING, AND DELAY AT WIGAN LOCKS.

A telephone is to be fixed between the top locks and the stables, and provision will be made for the stationing of two horses and a marine at the top locks.

## SUNDAY WORK.

This cannot be paid for, but the men will receive a general advance of wages of 5 per cent. or 1s. in the £ to cover week of seven days.

## FLY BOATS TRAVELLING AS SLOW BOATS.

The demand for certain men always to be paid fly wages was not granted.

## PORTERAGE IN WAREHOUSES.

Payment for working in the warehouses at the current rate of porters' wages will be made to the men when

called upon to work in the warehouses in the daytime, excepting when the boats are lying under cargo or empty at the station and the men would otherwise be upon half pay.

## HALF PAY WHEN LYING AT A STATION.

Present arrangements not to be disturbed.

## TOWAGE THROUGH GANNOW TUNNEL.

The charge for towage will be discontinued.

## EXTRA PAYMENT FOR THE TOWAGE OF MORE THAN TWO BOATS.

No extra payment can be made.

These arrangements will come into force on the 1st October 1890.

Signed on behalf of the Leeds and Liverpool Canal Company.

September 6th, 1890.

ALFRED WILLIAMS,  
General Manager.

## APPENDIX CX.

## MUNICIPAL TRAMS and 'BUSES.—REMEDY FOR OVERWORK.

The following is a copy of a letter which Mr. T. Sutherland, president of the Tram and Bus Union, has addressed to the London County Council:—

" It is the intention of a group of persons interested in the question, to urge upon the ratepayers the desirability of establishing, on some such basis as suggested, municipal trams and omnibuses, in order to effect the reforms indicated."

To the Right Honourable Sir JOHN LUBBOCK, Bart.,  
M.P., Chairman of the London County Council.

SIR,

HAVING been for some time concerned with yourself and other social reformers in promoting the interests of the men employed in connection with the tramways and omnibuses of the metropolis, and fully realising the difficulties there are to be overcome, I have been led to

study the working of the different companies and interests involved, with a view to finding a remedy for the many evils which are incident to the system, to the detriment of the man and the public generally. The result being that I have resolved with, I trust, a becoming deference, to lay before you and the members of the County Council, as representatives of the ratepayers and travelling public of London, my observations and suggestions, in order that prompt action may be taken to make the lives of the human agents of street locomotion more endurable, and to secure the safety and convenience of the public.

The way in which the vehicular traffic of the metropolis is managed is simply chaotic. I do not allude to the control so judiciously exercised by a splendid body of police, but to the headlong rush and competition by a plethora of vehicles for passengers. The streets are blocked with half-filled omnibuses. Pedestrians are delayed and their lives endangered. The vehicles of the different companies dash at and past each other in dangerous proximity, and at a speed which results in maiming and killing every year between five and six thousand people, whose escape at the crossings and in the open streets is, in existing circumstances, almost impossible. The public should, of course, be amply supplied with the means of transit, but there is no reason why, with proper management, and of course, making a due allowance for the difference in the surroundings, the passenger traffic of the metropolis should not be carried on with approximately the same regularity as the underground railway.

The tramways are subjected to different regulations, but with regard to them the interests of the public are not consulted as they should be. Each company is absorbed in its own little self, and is jealous of every other. Connections with other lines, continuous, cross, or circular routes are not arranged, however much they may be required. Early and cheap omnibuses and cars are few and far between, yet they are wanted in abundance to convey men to their work. Why are the public so flagrantly neglected? Because the traffic of the metropolis is managed by and in competing sections and sub-competing sections for the benefit of different sets of monopolists. If the interests of the public harmonise with those of the companies, well and good, but the moment they diverge the public are sacrificed.

Such a condition of things is bad enough for the public, but what of the many thousands of men who work the traffic? They are the worst paid, the most overworked, and the most harshly treated sections of the wage-earning class. The majority of drivers and conductors are absent from their homes at the disposal of the companies for periods varying from 13 to 15, and often 16 and 17 hours a day. Their meal-times are inadequate and irregular. They are almost strangers to the pleasures of home and domestic comforts. With no fixed system of Sunday relief, on these men go, week after week, through the long monotonous days, merely to obtain the barest subsistence by serving employers and a public apparently equally indifferent to their condition.

The existence of these evils—one and all are decreedible alike to the humanity and administrative capacity of the people's representatives, because the irregularities of the system are as preventable as they are unnecessary. But so long as different companies with conflicting interests are allowed to exploit the travelling public and to "sweat" their men, no substantial reforms can be expected, for dividend, dividend, dividend is the everlasting end and aim of the majority of these cast-iron corporations.

I therefore contend that the only proper course to adopt is to vest the control of the metropolitan street passenger traffic in a central authority. This is the proposition I venture to submit for the consideration of the County Council, upon the principle that the people who own, use, and repair the streets should participate in the profit and management of their use, in order to protect the interests of all concerned. It is not, however, sufficient to enunciate an acceptable principle, I therefore propose to demonstrate its utility and practicability.

Parliament has already conferred upon local authorities powers by virtue of which tramlines may be taken over at fixed periods and under stipulated conditions. These powers have, however, in many instances, accrued, but there is nothing to prevent the County Council from obtaining any supplementary parliamentary aid that may be necessary to enable them to deal with the whole of the tramways and omnibuses of the metropolis. This assumption

leads to the consideration of ways and means, which roughly might be arranged on the following lines:—

1. The County Council should take over all the tram lines, with or without the rolling and live stock, in complete working order, upon similar terms to those laid down in the General Tramways Act, 1870.

2. The cash required to purchase the whole of these properties would be from three and a half to four and a half millions sterling, dependent upon whether the line and rolling stocks were taken over or not, as well as the tram lines. This sum could be obtained by the County Council on the open market, at, say, 3 per cent. per annum.

3. Having acquired the properties with money obtained at 3 per cent., they should then be leased, as a whole, for, say, 14 or 21 years to an approved company at a rental equal to  $\frac{3}{4}$  per cent. upon the purchase price. The board of the lessee company should be composed of capable men approved of by the County Council, which body should appoint a certain number of directors from the Council to represent the public and the workmen.

4. The lease should contain conditions providing that the men should not work more than 12 hours a day, that they should have two hours for meals, that Sunday reliefs should be arranged, and that they should be paid a fair wage, taking a married man with a family as the standard.

5. A maximum dividend to the shareholders should be fixed, and all profits in excess of that, after providing for an adequate reserve depreciation fund, should be divided by giving, say, two-fourths to the County Council, one-fourth to the workmen, and one-fourth to the company. Other general provisions as to fares and control might also be embodied in the lease.

It is not necessary at this stage to do more than bring before the Council the bare proposal with its cardinal features. Details can follow. But the advantages of such a transformation in the management of the passenger traffic are not far to seek. The metropolis would be worked as a whole, and due attention would be given to the wants of every locality. Circular, transverse, and oblique routes would be arranged. Tram lines, instead of stopping short to avoid contact with the lines of other companies, would be continuous. Early and cheap services of trams and omnibuses would be run to meet the requirements of the working classes. Racing and rushing by competitors for given points would be avoided, many accidents prevented, and many lives saved. A steady two or three minutes' service could be kept up by one continuous stream of vehicles, directed to and from different points and termini. The men, working in relays, fairly paid, and not overworked, would be interested in, and satisfied with, their work, besides being interested to the extent of one-fourth of the surplus profits as a bonus. The public would have a reliable and well-managed service, in which they would be interested as ratepayers, the County Council taking, for the general exchequer, two-fourths of the surplus profits. The arduous duties of the police would be made easier, and the streets would assume a more orderly aspect. And an efficient control would be exercised by the County Council imposing equitable conditions for all concerned upon the Lessee Company, and by deputed members of its own body to sit on the board of the company to represent the public and to correct any irregularities.

Moreover, by the economies effected in various ways, the travelling public would derive considerable pecuniary advantages. Zone fares might be established; books of tickets might be issued at given centres; waiting-rooms might be provided at given points, and, beyond doubt, although on many routes the fares are exceedingly low, a general reduction of rates would eventually be made all over the metropolis. Why? Because all recent experience proves that those who in these matters study the wants and interests of the masses, obtain their confidence and support. Efficiency, economy, despatch are the orders of the day. The third-class fare and carriage reforms introduced by the Midland Railway Company and successfully acted upon by the other companies prove this, and that numbers and convenience are more profitable to all than exclusion and indifference. Then, until within the last few years, tram and omnibus fares were from 3d. to 6d., but now they are from 1s. to 3s. The pioneers of this reform, and in justice it should be mentioned, are the London Road Car Company, who have by improved methods of management, reduced the fares from 7s. to 200 per cent., yet they are able to pay a dividend of 77 per cent.

Their example has been followed by others who pay higher dividends and accumulate large reserve funds. But when the County Council takes the control, the surplus dividends and reserve funds, after making a fair provision for the capital employed and other contingencies, will go to reduce the rates, and to give the workmen a bonus upon their earnings. This is, I take it, in accordance with the spirit of the age in which we live, the manifest tendency of which is to distribute the wealth and comforts of life over the largest possible area.

It is not necessary in a preliminary communication of this kind to elaborate the proposition at any greater length, as my immediate aim is to induce the County Council to forthwith inaugurate a system which shall meet the increasing requirements of the public by giving cheap and ready access to every part of this great metropolis; by protecting the lives and limbs of pedestrians, by doing justice to the workers, and generally by harmonising all the interests concerned in one broad, comprehensive, and statesmanlike policy.

Plans and details have been carefully studied and prepared by some of the most competent men in London, who are ready at any time to confer with any committee the Council may choose to appoint.

In conclusion, permit me to say that something must speedily be done for the many thousands of men who are so shamefully overworked and underpaid; something must be done to prevent the annual maiming and slaughter of from five to six thousand persons every year in the open streets of London; and something should be done to enable the ratepayers, who own, use, and maintain the streets to control their management, and participate in profits which have hitherto been monopolised and absorbed by too many discordant interests.

I am, &c.

(Signed) THOMAS SUTHERST,  
2, Dr. Johnson's Buildings, Temple, E.C.,  
February 13, 1891.

## APPENDIX CXI.

[55 VICT.]

### TRAMCAR AND OMNIBUS MEN.

A BILL to LIMIT the HOURS of WORK of TRAMCAR and OMNIBUS MEN.

WHEREAS the health of many persons employed upon tramcars and omnibuses is seriously injured by the length of the period of employment thereupon, and it is expedient to provide for the limitation of such period:

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as the Tram and Omnibus Men's Act.

2. No person shall be employed in, upon, or in connexion with the working of a tramcar for a longer period than twelve hours in any one day.

3. No person shall be employed in, upon, or in connexion with the working of an omnibus for a longer period than twelve hours in any one day.

4. These periods shall include two hours rest for meals for each person, so that the actual work shall not exceed ten hours per day.

5. Any corporation, company, manager, or other person who employs any person falling within the provisions of this Act shall upon demand, when any workman leaves his employment, give to such workman a writing containing a true description of his conduct, ability, truthfulness, and honesty.

6. Every corporation, company, manager, or other person who employs any person falling within the provisions of this Act shall affix a copy of the Act in a conspicuous part of every tramcar and omnibus within his control, and he shall keep a time-book containing a true daily record of the hours at which every person in his employment begins and finishes his work.

7. Every corporation, company, manager, or other person falling within the provisions of this Act shall upon demand show to any local chief constable, superintendent, or inspector of police, and to any person in the employment of the said company or person, the time-book referred to: provided that the request be made between the hours of 8 a.m. and 4 p.m., and that not more than one request per month be made.

8. Any corporation, company, manager, or other person who employs any person for a longer period than twelve hours contrary to clauses three and four shall be liable to a penalty of forty shillings, and any person who fails to obey the provisions of clauses five, six, and seven shall be liable to a penalty of forty shillings for each and every offence.

9. All offences under this Act shall be prosecuted, and all fines under this Act shall be recovered, before a court of summary jurisdiction; and any justice of the peace, or any stipendiary magistrate having jurisdiction in the place or district in which it is alleged any offence under this Act has been committed, shall grant a summons against any employer who has violated any of the provisions of this Act at the request of any person who can establish a *prima facie* case.

10. It shall be the duty in England and Ireland of every chief officer of police, and in Scotland of every procurator fiscal, to cause the provisions of this Act to be duly enforced throughout the area in which he has authority.

11. This Act shall apply to every tramway, omnibus company's and proprietor's plant in the United Kingdom, as to tramcars and as to omnibuses shall apply only to places with a population exceeding one hundred thousand.

12. This Act shall come into operation on the first day of January one thousand eight hundred and ninety-one.

## APPENDIX CXII.

### BALANCE SHEET OF A MUNICIPAL TRAMWAY AT HUDDERSFIELD.

[Several applications have been made to Mr. Sutherst for a copy of this Balance Sheet, but up to the time of going to press no copy had been received.—G. D.]

## APPENDIX CXIII.

### EXTRACT from the "EVENING STANDARD," November 27th, 1891.

#### THE LONDON 'BUSMEN.

#### SCENE AT AN INTENDED MIDNIGHT MEETING.

A special license to remain open until 2 a.m. had been obtained by the proprietor of the "Windsor Castle," public-house, King Street, Hammersmith, in view of a meeting of omnibus men which had been announced to

take place there last night, and which had been convened by the Amalgamated Omnibus and Tram Workers Union, for the purpose of opening a new branch in the district, and also to hear an address by Mr. Fred. Hammill, the organising president of the Union, on the subject of the proposed scheme of running omnibuses on the co-operative principle. The meeting, however,

had to be abandoned. The organisers of the meeting allege that a system of espionage has been introduced with a view to detecting the men who belong to the Union or attend its meetings with the object of becoming members, and that officials of the London General Omnibus Company were present last night for that purpose. The meeting was announced for 10.30 p.m., but as usual on such occasions it was not intended to open the proceedings until much later. In the meantime Mr. Hammill observed that four of the officials of the London General Omnibus Company—three road inspectors and a timekeeper—had stationed themselves in and about the house. The officials of the Union at once despatched pickets to the yards from which the men were expected to arrive, in order to warn them from attending the meeting, as, it was stated, they would by so doing render themselves liable to dismissal. This it is said had the effect of deterring the majority of the men from attending the meeting, but some who had not been so cautioned entered the premises. On being informed or seeing for themselves the state of affairs they retired. At the time when ordinarily the house would have been closed the four officials made no attempt to leave. Mr. Hammill accosted them, and pointed out that, though the landlord had received a permit from the authorities to remain open until 2 a.m. for the purpose of the

meeting, they would have either to leave the house or go upstairs to the meeting. A heated discussion ensued. Mr. Hammill addressing the four men, said they ought to be ashamed of themselves for attending the meeting for the purpose of "spotting" men and reporting them. Mr. Hammill added that if they did not attend the meeting or leave the house he would fetch the police and charge them with being on licensed premises after hours. One of the men replied that they were only doing their duty, they had been sent to the meeting, while another said he had been asked to come by the landlord, a statement which was not corroborated by the landlord. After some further conversation, Mr. Hammill said that the behaviour of the men amounted to intimidation. They were men who would lead themselves to do dirty work of a company, and try to get their fellow men the "sack," regardless of whether their wives and children starved or not. The men replied that they were not present for the purpose indicated by Mr. Hammill, and that they had as much right to be present as he had. Mr. Hammill: I am here to attempt to organise the 'busmen in a perfectly legitimate manner, and this, despite all the watching, I shall do. Finally the four officials elected to leave the house; but it was then deemed too late to commence the meeting with the few men that had remained.

## APPENDIX CXIV.

### THE WORKERS' CO-OPERATIVE OMNIBUS SOCIETY, LIMITED.

The subscription list was opened on December 1st, 1891, and the shares are allotted in priority of application.

	£	s.	d.
Payable on application	0	5	0
" on allotment	0	5	0
" 2 weeks after allotment	0	2	6
" 4 " "	0	2	6
" 6 " "	0	2	6
" 8 " "	0	2	6
	£1	0	0

P.S.—Many intending shareholders who have promised to take one or more shares, and who can pay more than the above-named sum on allotment are requested to do so, as the above distributive payments are only to give an opportunity for the less fortunate omnibus employé to avail himself of becoming a member.

It is further requested that all who can constitute themselves members of the Society by paying one full share of 1l. will do so at once.

#### Bankers.

National Bank of Scotland, 37, Nicholas Lane, E.C.

#### Consulting Engineer.

Mr. J. G. LORRAIN, M.Inst., E.E., M.Inst., M.E.,  
Norfolk House, Norfolk Street, Strand.

#### Solicitor.

Mr. H. C. KNIGHT, B.A., 2, South Square, Gray's Inn,  
W.C.

#### PROSPECTUS.

This Society is being formed for the establishment of a first-class service of omnibuses, to be owned, and its operations controlled by, its members, all of whom must be bona fide members of the organisation of their own particular trade or calling, or be known friends of labour.

The credentials and antecedents of every applicant for shares will be strictly investigated by the managing committee.

The Society proposes to acquire improvements in omnibus traffic that will materially add to the comfort of the omnibus travelling public, being of opinion that the comfort and convenience of the omnibus passenger should be more generously considered than has hitherto existed, and worked on a system by which we hope to create a fellow-feeling between the employé and passengers, and which we trust will be equally

interesting to all concerned, by endeavouring to make travelling a pleasure, and placing labour in the true position it ought to hold—that of dignity and liberty in the place of wage slavery, which has so long been the reward of the omnibus employé.

This Society commences under the auspices of the Amalgamated Omnibus and Tram Workers' Union, which, since its establishment four months ago under the auspices of the London Trades' Council, has made such rapid progress with the organisation of the best, the oldest, the most respected and intelligent of London 'busmen, that many of them are prepared to risk all they possess in forming, by genuine combined action, a true Co-operative Society with every hope of success.

The determination of the London 'busmen to raise themselves from the thralldom of tyranny and degradation which has been daily imposed upon them by the capitalistic companies since the late omnibus strike can be easily understood when we state that more than fifteen hundred men have been discharged, many of them with 10, 15, and 20 years' service. Underhanded tyranny has been practised and inflicted in every way imaginable, and they have been finally discharged and their characters gone on the most paltry and flimsy reports of the companies' inspectors, and only because they dared to ask to be worked less than 16 hours per day the year round, and to be treated more like men than brutes.

Hence, the spirit of the down-trodden and neglected English 'busmen is roused to a recognition of their power, with hope of a brighter future by the establishment of a Co-operative Society in which all shall be equal, with equal voice, power, and responsibility, and we trust with a lasting benefit to all.

English workers, who claim to be the foremost in the world in enterprise and skill, should, at least, carry forward this scheme successfully and satisfactorily to themselves and the general public, which to be absurdly successful must of necessity be supported by them and our fellow-workers conjointly, which we trust we may be able to obtain.

We propose to commence a service of omnibuses as early as possible, by issuing shares of 1l. each, terms of which we now place before you.

The shares will bear no interest, but will be repaid as soon as possible from the profits of the business, and the liabilities of the members will be limited to the value of their shares.

All members must have one or more shares, but no individual member shall hold more than 200 shares, and no society shall hold more than 500 shares.

With the abolition of high paid directors, watchers and inspectors, the expenses will be less, and profits larger.

All profits will be used, firstly, for enlarging the business, and secondly, to benefit the labour cause generally, as the managing committee may decide.

We intend to pay trade union rates of wages, have no overtime, and establish an eight or nine hours' day, with two sets of men.

Members of the Society when they become too old to follow their calling as 'busmen, will be duly provided for from a fund set aside out of the profits of the Society.

A committee of management, to conduct all the business of the Society will be appointed hereafter by the members.

### THE WORKERS' CO-OPERATIVE OMNIBUS SOCIETY, LIMITED.

#### FUNDAMENTAL RULES.

I. No interest or profit shall be paid, or any other payment (exclusive of wages) shall be made to the members beyond the original paid-up value of their shares.

II. Each individual member shall have one vote, no matter how many shares he or she holds. The shares shall not be transferable, but shall be, as far as individuals are concerned, withdrawable until each individual member holds one share only.

III. As soon as the Society is fairly established, no worker in the service of the Association shall be employed more than 48 hours per week; and all payments to workers shall at once be the trades union rate of wages.

IV. In the event of the dissolution of the Association, no member shall receive more than the sum he or she has actually paid in effecting the purchase of shares, and as far as not already repaid in whatever form. Any surplus which remains after payment of all claims on the Association shall be given to some body or association to be used for the collective benefit of producing classes at large as the members may decide.

V. The above rules and this rule shall be considered as fundamental rules, and cannot be altered or repealed except by an unanimous vote of the members present at a duly convened special general meeting of the Association.

We especially ask the executives of the separate trades and labour organisations to support us by taking up shares to establish the same.

We feel confidently assured that it only requires careful consideration to induce all omnibus men to give this scheme their unanimous support, and, assisted by the organised workers and general public, their future is in their own hands.

Successful it must and will be, which means labour and pleasure by shorter hours, higher wages, and the profits for those who earn them by their labour, bringing brighter and more cheerful homes for the wives, mothers, and children: more pleasure, leisure, and recreation for the present and future generations of omnibus workers.

Finally, give your approval and support by at once applying for shares, and inducing others to follow your example.

Relying with confidence on 'busmen, workers, and friends of labour.

We are, yours in the cause of Labour,

The Provisional Committee.

J. ATKINSON (Tram Coachman), Workers' Co-operative (Productive) Society.

J. BARKEE, 'Bus Coachman.

F. BOWEN, 'Bus Conductor.

H. BOWBICK, General Secretary, Amalgamated Omnibus and Tram Workers' Union.

HERBERT BURROWS, Workers' Co-operative (Productive) Society.

FERDINAND GILLES, Workers' Co-operative (Productive) Society.

H. LAMB, 'Bus Conductor.

ALBERT W. MACDONALD, London Society of Compositors.

J. NIGHTINGALE, 'Bus Coachman.

GEO. POOK ('Bus Conductor), Workers' Co-operative (Productive) Society.

GEO. POWELL, 'Bus Conductor.

GEO. TAYLOR, 'Bus Coachman.

JOHN BEASLEY, General Secretary, Metropolitan Cab Drivers' Union (Treasurer).

FRED HAMMILL, Organising President of the Amalgamated Omnibus and Tram Workers' Union (Secretary).

And Others.

The offices of the Workers' Co-operative Omnibus Society, Limited, are at 30, Fleet Street, London, E.C., to which address all communications for the secretary, Fred Hammill, should be sent.

All moneys to the treasurer; cheques, Post Office orders and postal orders to be made payable and sent to John Beasley (Treasurer) at the above office.

### THE WORKERS' CO-OPERATIVE OMNIBUS SOCIETY, LIMITED.

#### APPLICATION BY AN INDIVIDUAL.

To the Secretary of the Workers' Co-operative Omnibus Society, Limited.

SIR,

I, the undersigned, hereby declare that I agree with the principles of the Workers' Co-operative Omnibus Society as set forth in its prospectus and fundamental rules, and will do nothing inconsistent therewith, especially as regards the nonpayment of interest or profit, and will neither claim nor accept for myself individually anything beyond the re-imbursment of the sums I shall have paid for the purchase of shares, under these conditions I hereby apply for [ ] shares in above-named association, and enclose [ ] for £. s. d. being the amount required for the above shares, the [ ] being made payable to John Beasley, 30, Fleet Street, London, E.C.

Signature [ ]  
Date [ ] Occupation [ ]  
Address [ ]

N.B.—One share can be paid as follows: 5s. on application, and to be fully paid up by February 25th, 1892.

### THE WORKERS' CO-OPERATIVE OMNIBUS SOCIETY, LIMITED.

#### APPLICATION BY AN ORGANISATION.

To the Secretary of the Workers' Co-operative Omnibus Society, Limited.

SIR,

We the undersigned secretary, and two of the committee of management of the [ ] herein-after called the applicant, in virtue of a resolution thereof dated the [ ] day of [ ] hereby declare that the applicant agrees with the principles of the Workers' Co-operative Omnibus Society, as set forth in its prospectus and fundamental rules, and will do nothing inconsistent therewith, especially as regards the nonpayment of interest or profit, and will neither claim nor accept for ourselves or the Society we represent anything beyond the re-imbursment of the sums we shall have paid for the purchase of shares; under these conditions we hereby apply for [ ] shares in the above-named Association, and enclose [ ] for £. s. d. being the amount required for the above shares, the [ ] being made payable to John Beasley, 30, Fleet Street, London, E.C.

Signatures [ ]  
Date and address [ ]

## APPENDIX CXV.

## "IMPROVED CABS CLUB."

## "IMPROVED CABS CLUB."

Formed 6th March 1882.

Chairman: W. PARKHURST, Esq. Vice-Chairman: CAPTAIN THOMPSON.

Secretary: MR. E. B. ANDREWS.

3, Edwardes Square, Kensington, London, W.

## RULES.

1. That this Association be called the "Improved Cabs Club," and the object of it be for the mutual protection of cab proprietors and drivers.
2. The officers of this Club, all of whom must be members, shall be as follows:—A chairman and vice-chairman; also a secretary, who need not be a member.
3. That a monthly meeting be held the first Tuesday in each month, which shall commence at 5 p.m., and all reports be sent into the secretary by 6 p.m.
4. That all officers shall be elected for six months only, and at the expiration of such period shall be eligible for re-election; and that an election or re-election of officers shall take place at every half-yearly general meeting, and that such half-yearly meetings shall be those held in January and July.
5. Not more than one member of a firm or company shall be eligible for election on the staff of management mentioned in Rule 2.
6. Any proprietor wishing to become a member must be proposed and seconded by two members, and if carried by the majority of votes will be admitted as a member, and become eligible to all the benefits, after paying three months' subscription as an entrance fee, providing he is working a minimum of six numbers.
7. When any person is admitted a member he shall, at the time of admittance, give to the secretary, in writing, the numbers of his Government plates to be entered in a book kept for that purpose.
8. Any member who may have neglected to pay his subscription for four successive weeks after same shall have become due shall be informed thereof by letter, to be written by the secretary, stating the amount due, and if not paid on the following meeting night he will be suspended from all benefits arising from the Club, but may renew his membership any time within three calendar months from the time of payment of his last subscription, on paying all the arrears of subscription, and on payment he shall be entitled to all the benefits of the Club, but shall not be entitled to any benefits of the Club during the time his subscriptions were in arrear; and if such arrears are not paid within the three calendar months, as before stated, such defaulter shall cease to be a member of this Club.
9. If any member shall neglect to attend the monthly meeting for two successive months he shall be liable to pay to fine of 10s. 6d.
10. No money shall be voted away for any purpose whatsoever, whether charitable or otherwise, without a special meeting being called by writing to the members.
11. Any member knowingly employing a driver who is on the tinue as a defaulter shall be subject to a penalty of a day's hire for the time being, to be paid to the member who had previously employed him.
12. Every member must get each of his drivers hereafter engaged to sign an agreement for hire, which agreement shall be drawn up and settled by a meeting at an early date.
13. The minimum price per day to be charged by members to drivers shall be as follows:—From January 1st to March 14th, exclusive, or boat race day, 15s.; from March 14th or boat race day, as the case may be, till April 1st, exclusive, 16s.; from April 1st to April 14th, exclusive, 17s.; from April 14th till Monday of Derby week, 18s.; from Monday of Derby week till August 1st, exclusive, 19s.; from August 1st to August 24th, exclusive, 18s.; from August 14th to August 21st, exclusive, 17s.; from August 21st to August 28th, exclusive, 16s.; from August 28th to September 4th, exclusive, 15s.; from September 4th to Cattle Show day 14s.; and from Cattle Show day till the end of the year, 15s.
14. Any member who may happen to be at a race meeting near London is requested to note the numbers, and let the owners know if he sees any cabs of a fellow member there.
15. All members shall have a rule in their yards forbidding the use of public troughs for their horses, and shall dismiss any driver who shall have been proved to have committed this offence.
16. All business to be agreed on by voting; the majority of votes to be binding.
17. One representative only of each firm or company to be entitled to vote at a meeting; the number of his votes to be equivalent to the working number of cabs for which his firm or company pays subscription.
18. That all subscriptions and fines be paid to the secretary, to be entered by him in a book or books kept for that purpose.
19. Working expenses of the Club to be paid out of the funds of same. No moneys to be paid without a cheque, drawn by the secretary and signed by the chairman or vice-chairman.
20. That the duties of the secretary be to attend every meeting-night at 5 p.m. (or provide a substitute), committee meetings and special meetings; to keep the books and take the minutes of such meetings at the time correctly; and should he neglect to attend, or in any other way neglect the duties of his office, he shall be subject to a fine of 2s. 6d.
21. No rule or rules to be altered or amended without the sanction of the majority of members at a general or special meeting held for the purpose. Each member is expected to conform to these rules and regulations, and to use his best endeavours to uphold the same.

**Challenger, H.M.S.** A Report on the Scientific Results of the voyage of, during the years 1873-1876, under the command of Captain George S. Nares, R.N., F.R.S., and Captain Frank Tule Thomson, R.N. Prepared under the superintendence of the late Sir C. Wyville Thomson, Knt., F.R.S.; and now of John Murray, Ph.D., V.P.R.S.E.

This Report is now nearly complete, 39 volumes having already been issued.

The most recent issues are as follows:—

**PHYSICS AND CHEMISTRY.** Vol. 2. Parts IV., V., VI., and VII. 614 pp. 3 plates. 64 maps. Price 52s. 6d.  
**ZOOLOGY.** Vol. 32. Price 25s. —Comprising Part LXXX., Antipatharia, Price 14s.; Part LXXXI., Supplementary Report on the Alcyonaria, Price 4s. 6d.; and Part LXXXII., Keratosa, Price 6s. 6d. 426 pp. 29 plates. "DEEP SEA DEPOSITS," 446 pp. 29 plates. 65 maps. Price 42s.

**Record Office Publications:—**

**PRIVY COUNCIL OF ENGLAND. ACTS OF THE.** New series. Edited by J. R. Dasent, M.A. Vol. 4. A.D. 1552-1554. 528 pp. Cloth. Price 10s.

**I. CALENDARS OF STATE PAPERS.—Imperial 8vo. Cloth. Price 15s. per vol. :—**

**DOMESTIC SERIES.** Committee for Compounding. Part IV. July 1650 to December 1653. Edited by Mary Ann Everett Green.

**COLONIAL SERIES.** Vol. 8. East Indies, 1630-1634. Edited by W. Noel Sainsbury, Esq.

**FOREIGN AND DOMESTIC. HENRY VIII.** Vol. 13. Part I. Edited by James Gairdner, Esq.

**CLOSE ROLLS. EDWARD II.** A.D. 1307-1313.

**ANCIENT PETITIONS OF THE CHANCERY AND OF THE EXCHEQUER. Index of.**

Price 9s. 6d.

**II. CHRONICLES OF ENGLAND.—Royal 8vo. Half bound. Price 10s. per vol. :—**

**CHRONICLES AND ANCIENT HISTORIES OF GREAT BRITAIN,** by John de Waurin. Translated by Edward L. C. P. Hardy, F.S.A. Vol. III. A.D. 1422-1431. 316 pp.

**YEAR BOOKS OF THE REIGN OF EDWARD III.** Year 15. Edited by Luke Owen Pike, M.A. 584 pp.

**SCOTTISH :—**

**GREAT SEAL OF SCOTLAND.** Register of the. Edited by J. M. Thomson. Vol. VII. A.D. 1609-1620. Imp. 8vo. 1,132 pp. Cloth. Price 15s.

**THE HAMILTON PAPERS.** Letters and Papers illustrating the Political Relations of England and Scotland in the XVth Century. Edited by Joseph Bain. Vol. II. A.D. 1543-1590. 904 pp. Price 15s.

**Europe by Treaty.** The map of. By Sir Edward Hertelet, C.B. Vol. IV. Nos. 452-625. 1875-1891.

Price 14. 11s. 6d.

**Military :—**

**ALLOWANCES OF THE ARMY.** Regulations for. 1892. Price 1s. 6d.

**AMMUNITION.** Treatise on. 5th edition. Price 6s.

**CAVALRY DRILL, 1891.** Vol. I. (Provisional), and Vol. II. Price 1s. each.

**FORTIFICATION AND MILITARY ENGINEERING.** Text Book of. Part I. Price 5s.

**INFANTRY DRILL.** 1892. Price 1s.

**MESSING OF THE SOLDIER.** Memoranda on. Price 1d.

**QUEEN'S REGULATIONS AND ORDERS FOR THE ARMY.** 1892. Price 2s.

**RANGE FINDER, DEPRESSION.** For elevated batteries. 1892. Price 6d.

**VALPARAISO.** The capture of, in 1891. Reports on. Price 1s.

**Naval :—**

**GYMNASTIC EXERCISES FOR THE USE OF HER MAJESTY'S FLEET.** Handbook of. Price 1s.

**SEAMANSHIP. MANUAL OF.** For Boys' Training Ships of the Royal Navy. 1891. Price 1s. 6d.

**Public Health (London) Act, 1891.** Model Bye-laws under. As to :—Nuisances Prevention, Cleansing of Cisterns, and Care of Water-closets. Price 1d. each.

**Electric Lighting Acts, 1882 to 1890 :—**

**PROVISIONAL ORDER** under. Forms I., II., and III. Fcap. Stitched. Price 4d. each.

**REGULATIONS FOR THE PROTECTION OF THE PUBLIC SAFETY** and of the Electric Lines and Works of the Postmaster-General, and of other Electric Lines and Works prescribed by the Board of Trade under the provisions of the Electric Lighting Act, 1889. Fcap. 4 pp. Price 1d.

**RULES WITH RESPECT TO APPLICATIONS FOR LICENSES AND PROVISIONAL ORDERS, &c., August, 1890.** Price 1d.

**Railway and Canal Traffic Act.** Canal Rates Inquiry. Daily Proceedings. Price 2s. per day.

**Labour Commission.** The Evidence taken by the Commission is published day by day. Price 2d. each day.

**Geological :—**

**MALLENSTANG.** The Geology of the country around. With parts of Wensleydale, Swaledale, and Arkendale (Explanation of Qr.-sht. 97, N.W. New Series, Sht. 40.) 8vo. 224 pp. 12 illustrations. Wrapper. Price 3s. 6d.

**FLOOENE DEPOSITS OF BRITAIN.** The Vertebrata of. By E. T. Newton, F.G.S., F.Z.S. Price 4s.

**Agriculture. Board of :—**

**DIAMOND BACK MOTH (CATERPILLAR).** Special Report of the Intelligence Department on the attack of the. Price 3d.

**DAIRY FARMING IN DENMARK, SWEDEN, AND GERMANY.** Report on. Price 6d.

**Publications issued by the Emigrants' Information Office, 31, Broadway, Westminster, S.W., viz. :—**

**Colonies, Handbooks for.** 8vo. Wrapper.

No. 1. Canada. 2. New South Wales. 3. Victoria. 4. South Australia. 5. Queensland. 6. Western

Australia. 7. Tasmania. 8. New Zealand. 9. Cape Colony. 10. Natal. Price 1d. each.

No. 11. Professional Handbook dealing with Professions in the Colonies. 12. Emigration Statutes and

General Handbook. Price 3d. each.

No. 13. (via., Nos. 1 to 12 in cloth). Price 2s.

**Summary of Consular Reports.** America, North and South. December 1891. Price 2s.

**Board of Trade Journal, of Tariffs and Trade Notices and Miscellaneous Commercial Information.** Published

on the 15th of each Month. Price 6d.

**Kew: Royal Botanic Gardens.** Bulletins of Miscellaneous Information. Volume for 1891. 8vo. Boards.

Price 3s., and Monthly parts, 1892, price 2d.



ROYAL COMMISSION ON LABOUR.

MINUTES OF EVIDENCE,

WITH

APPENDICES,

TAKEN BEFORE

GROUP "B."

TRANSPORT AND AGRICULTURE

(The term "Transport" including Railways,  
Shipping, Canals, Docks, and Tramways),

OF THE

ROYAL COMMISSION ON LABOUR

(Volume II.)

TRANSPORT BY WATER (DOCKS, WHARVES, SHIPPING AND  
CANALS), AND TRANSPORT BY LAND (TRAMWAYS,  
OMNIBUSES, AND CABS).

---

Presented to both Houses of Parliament by Command of Her Majesty.  
*June 1892.*

---



LONDON:

PRINTED FOR HER MAJESTY'S STATIONERY OFFICE,  
BY EYRE AND SPOTTISWOODE,  
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

And to be purchased, either directly or through any Bookseller, from  
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and  
32, ABINGDON STREET, WESTMINSTER, S.W.; or

JOHN MENZIES & Co., 12, HANOVER STREET, EDINBURGH, and  
90, WEST NILE STREET, GLASGOW; or

HODGES, FIGGIS, & Co., LIMITED, 104, GRAFTON STREET, DUBLIN.

1892.