

the conditions of employment (p. 148). On the whole works councils are reported as having made good progress, in spite of the opposition of a certain number of employers (pp. 148-149).

Disputes were much reduced in number by the stabilisation of the krone, which put an end to many wage problems. The inspectors were notified of 277 (470) strikes and lockouts, and intervened in 22 (71) cases (pp. 30, 24-25, 155-156).

HOUSING

The accommodation provided for workers living in was often unsatisfactory, especially in transport undertakings; the Commercial Inspector on several occasions found workers sleeping in stables. In small-scale industry, however, the rooms of employees were often comparatively good, except for want of heating arrangements (pp. 73-75). As a result of a special enquiry, it was found that during the first quarter of the year 1,700 employers were providing dwellings for their employees (other than persons living in). More than half of these employers belonged to Lower Austria. About three-quarters of them took no rent for the dwellings, and the remainder charged only a very small rent (pp. 154-155).

Inspection of Employment in Ports in the Netherlands in 1923¹

The division of Holland into districts for purposes of port work inspection remained the same in 1923 as in 1922² (p. 2); the staff remained practically the same, though there were only three technical assistants instead of four (pp. 3-5). The inspectorate had under its supervision 350 (337)³ registered undertakings engaged in dock work, and 21,101 (16,626) holders of work cards (pp. 9-11), while 9,987 (9,864) vessels entered the ports under observation in the course of the year (p. 40). The average daily number of persons employed under the Stevedores Act⁴ in Amsterdam was 4,020 (4,416), the weekly maximum and minimum levels of employment in this port being 5,232 and 3,497 workers respectively (pp. 46-47). In Rotterdam the Southern Shipping Company employed from 3,400 to 4,000 workers by the week and from 3,000 to 4,600 casual workers in each week (p. 41).

During the year the officials paid 10,280 (10,015) visits to ships where work was going on, and 2,170 (2,296) visits to dock premises.

¹ NETHERLANDS. DEPARTEMENT VAN ARBEID, HANDEL EN NIJVERHEID: *Verslag over het haventoezicht uitgeoefend in 1923*. The Hague, Algemeene Landsdrukkerij, 1924. 54 pp.

² For summary of the 1922 report cf. *International Labour Review*, Vol. IX, No. 5, May 1924, pp. 756-758.

³ The figures in brackets are those for 1922.

⁴ *Bulletin of the International Labour Office (Basle)*, Vol. XI, 1916, p. 225.

As in 1922, they found that the provisions respecting admission to employment were generally well observed (pp. 9-10).

The normal hours of work fixed under the Stevedores Act are 10 a day and 60 a week, with a break of 30 hours at the weekend ; but the new collective agreements in Amsterdam and Rotterdam, operative from 21 and 22 January 1923 respectively, fixed a standard day of 8½ hours, a week of 48 hours, and a weekend break of 48 hours (p. 24). Permits for overtime were issued in advance to four undertakings, two of which used them regularly in connection with weekly boats. Permits for overtime on particular occasions were issued by the inspectors in charge of districts in 225 (109) cases, and used on 204 (88) occasions (pp. 25-26). As in 1922, six undertakings received advance permits for Sunday work, and used them mostly for unloading regular boats ; while the inspectors in charge of districts issued 198 permits for such work in special emergencies, which were used on 126 (104) occasions (pp. 11-14). In five cases it was found that Sunday work was being carried on without a permit (pp. 14-15). Out of the 151 complaints received during the year, 39 related to non-observance of the law respecting hours of work and breaks, and at least 26 of these were found to be fully justified (p. 30).

Verbal instructions relating to hygiene and safety were issued by the inspection staff in 7,227 (7,754) cases and written orders in 138 (93) cases. Only 1,964 of the instructions were followed up by second inspections, and it was then found that 493 instructions had not yet been complied with (pp. 18-19). An analysis of instructions and orders by subjects and districts is furnished ; it shows that much safety work was needed in connection with hatch-ways, lifting apparatus, and appliances used in loading and unloading, which together accounted for five-sevenths of the instructions. Chain testing was carried on under the new regulations published in the 1922 report ; two undertakings in particular resisted the demands made upon them in this connection (pp. 20-21). The cleansing of the sanitary accommodation required attention in 90 (85) cases, and provision for first aid in 97 cases (pp. 18-19). First-aid classes (instruction and repetition) were held as usual, and 784 (961) certificates were current at the end of the year (pp. 21-22).

There was some improvement in the provision for the comfort of the workers in the Rotterdam and Amsterdam districts during the year. Messrooms were available in 87 (85) cases, seating 8,134 (7,074) persons. Wash bowls were provided in the workplaces to the number of 813 (688), and 163 (159) wash bowls in separate lavatories, while the number of shower baths was increased from 58 to 62, though that of bath tubs (8) remained unchanged. Clothes lockers were provided in Rotterdam for 1,223 persons, as against 1,125 in 1922 (pp. 22-23).

Accidents were notified in 4,092 (3,719) cases, many of them being comparatively trivial. Analyses of the accidents are furnished according to the hour of the day, day of the week, and month of the year when they occurred, but the relative frequency is not shown under these headings (pp. 35-37). The analysis of the total by causes shows that nearly one-third were again cases of the crushing, bruising or spraining of some part of the body, one-fourth were caused by objects falling or otherwise getting out of control, and over one-seventh were due to workers

slipping or stumbling (p. 34). In connection with inland navigation, 2,606 (1,938) accidents were notified. Here also about one-third were cases of crushing, etc., and one-sixth were due to slips and stumbles; there were 22 cases of drowning (5 through the bursting of a sluice in a storm) (pp. 53-54). There was a case of gassing in inland navigation, similar to that noted for dock work in 1922, caused by the inadequately exhausted fumes from an engine (p. 54).

Industrial Inspection in Tasmania in 1923-1924¹

The Industrial Department of Tasmania was responsible in 1923-1924, as in previous years², for administering the labour laws of the State and for conducting two employment exchanges with various branch agencies (p. 3). Its report for the year is purely statistical, no review of trade conditions being given. There was again an increase in the number of factories on the register, which amounted to 1,123 at the end of June 1924 (1,178 at the end of 1923), compared with 1,105 in the preceding year. In addition, 453 small shops were registered (p. 23). The factories employed altogether 10,275 persons, as against 10,279 in 1923. The returns of establishments and employees are classified in 63 industrial groups, the employees in each group being further classified by sex and age — each year from 14 to 20 and a single group for those of 21 years of age and over (pp. 4-6). Of the total number of employees, 8,069 were males and 2,206 females. The largest group was that of trades connected with food and drink, which employed 2,353 persons in addition to 253 working employers (p. 6).

The report also includes tables of the factories registered during the first six months of 1924, showing the number of establishments, the amount of registration fees, the numbers of working employers and employees of each sex, and the nature and horsepower of the motive force used, in each municipality (p. 7) and in each trade group (p. 8). A further table shows the number of factories of various sizes in each trade group during the same period; only 9 employed more than 100 persons, and 605 employed less than four persons (p. 10).

Orders were issued for the remedying of defects in factories in 269 cases, compared with 245 in 1922-1923. The largest groups of orders related to the provision and maintenance of sanitary accommodation, and most of the remainder dealt with the cleanliness and white-washing of premises (p. 12).

As usual, full returns are given of the wages paid and hours worked by various grades in each industry (pp. 13-19). The 48-hour week was most frequent, but a good many trades had a 44-hour week, and clerks

¹ TASMANIA. INDUSTRIAL DEPARTMENT: *Ninth Annual Report, for 1923-1924, on Factories, Wages Boards, Shops, etc.* Hobart, Govt. Printer, 1924. 23 pp.

² For summary of the 1922-1923 report, cf. *International Labour Review*. Vol. IX, No. 5, May 1924, pp. 761-762.