

Book 2
Dockets Union

Second Series.
Vol. III. Part V.
Chap. I. Dockets and wharves

PARTICULARS FOR ORDERING
A REPETITION OF THIS BOOK.

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ROBINSON & PICKERING, LONDON.

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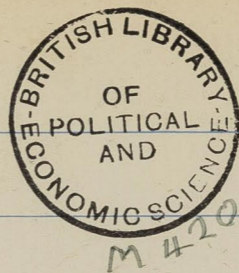
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Five shillings reward will be paid to anyone finding this book & returning it to

Charles Dooth
2 Talbot Court
Gracechurch St. E.C.

Dockers.

District No. 1. Excelsior Branch

Mr. Read.
(Sept 28/1891)

Branch now practically defunct. 12 or less financial members.
Since beginning has issued 1000 tickets }
No. of Transfers to other Branches = 100 } (about)
Deaths 20 }
No. now on Books 50 }

Most of the men work in Wood Department of London & S.
Katharine's Dock. There is a separate Union of Permanent
men in the S. Katharine's Dock. [Will send name of
Secretary.]

At the beginning 400 men joined in a few days. A number
of wood department men (especially old sub-contractors) continued
at work during the strike, ~~so~~ which excited a certain
prejudice against workmen. They were allowed to
join the Union at entrance ^{fee} fee of 10/6. They had to join
but never were true Union men, and had their revenge,
as soon as "the Union began to slide", & smashed
up the Branch. It had gone to the bad before the change
of system in November last, which was rather the
result of the falling off of the Union than its cause

The men fined in this way were sub-contractors in the
old days. They were still kept on as Company's men
& had power to take on men, but not to pay
them. Hence they still had influence with the
mass of the men, who thought them unfairly treated

Directly the men could work without a ticket a number fell out.

One cause was the rise of subscription from 2d to 3d. As regards the Cardiff levy a resolution was passed by the Branch not to pay it.

He has little hope for the future of the Union, thinks that the Dock Union is a failure, but that a reduction of fee to 2d again would be of more use than funeral benefit to work the numbers up again. Many old members wanted to rejoin the Branch would probably wipe off arrears.

He used to collect the money in the warehouse. Now it is paid at the Branch - but there is very little, & Branch meetings are practically non-existent.

All payments to men are now made through office formerly through contractors, who gave practically what he thought fair to the leading men in gang. He rendered accounts to the Superintendent, but they were seldom checked & often false (Mr. Read himself discovered a falsification of this kind)

Mr. Read himself is an assistant foreman permanently employed, having escaped the rule that permanent men must leave the Union

He was asked by warehouse keeper whether he would give up his place or his membership of the Union. Said he would rather give up neither, & heard no more of it.

A good deal of confusion & difficulty occurred from different interpretation of the rule of the Union putting an end to Honorary Membership, given by MacCarthy & Douglas ~~to them~~ who were sent down to explain the rule to the branch. It affected a good many permanent men in the Branch.

He says that his men always want Mann & Tillett to come down there, though of course they can't be everywhere. Men are suspicious. They are dissatisfied with having polling papers counted at Central office.

He is in favour of a penny Union, merely for organisation purposes. Thinks necessary to keep up an organ

In the old days employment was largely given by recommendation: e.g. a firm of sugar-bakers in the City failed, & sent down 50 men with a note from a wool-broker (a relative of the sugar-baker) asking the S. Katharine's people to find work for them.

As regards nationality, men are mostly English & Irish, 2 Jews & about 10 Germans. Used to be more Germans who came over for the purpose.

Before strike there were 30 permanent men,

- now Permanent - 120
- A. Registered - 120
- B. ?
- C. ?

Largest number employed 1159
 Least. ————— 73

Between the wool sales permanent & registered men are sent to other docks. During wool sales the wool department draws from all other departments.

- Wool sales
- (1) Jan. & Feb.
 - (2) April,
 - (3) June, July
 - (4) Sept, Oct.
 - (5) Nov, Dec

Company will not register men ~~over~~ ^{under} 23 years of age. Casual men get about 6 months work in year (perhaps more). There are a few men over 60 on A list.

How do these figures compare with Doeb returns?

Mr. Sallet.Secretary East India Dock

The majority work at East India Dock, but a fair number at Victoria, some at West & some at South West Dock. The greatest number however are old hands working at E. India Dock. Many new men were brought in since Nov 4 by Dock Company.

The number on books is 420

Financial Members 200.

Twelve months ago they stood at 630 financial members.

No. of Transfers since opening of Branch to other Branches = 50 or 60.

Cannot say how many tickets have been issued since beginning, but probably it is over 1000.

No. of members admitted during present year = 4 (all during present quarter).

No permanent men are now in the Branch, they left a year ago owing to the Company's demand. The offer of permanent places after the strike was refused by the Union, owing to unfair selection. The Union chiefly consists of men of Class C.

At the E. India Dock labour maybe thus classified:-

- A. ^{Number} Permanent (weekly engagement).
- B. (60) Registered (no agreement, hours notice but paid by the week). 20 are financial members of Branch
- C. (120) } Casual { 80 C men at E. India Dock belong to Branch. Also some more C men ~~from~~ who work at Victoria
- D. ? }

The present permanent men were mostly permanent before the strike. They worked through the strike having been under a month's notice. ~~No~~ No attempt was therefore made to get them out, & they paid the same entrance fee as others to the Union.

Some "black legs" were joined at 10/6 entrance fee. ~~4 are still in~~ 7 thus joined this Branch of whom 4 are now financial & only three in arrears.

Causes of decline of ~~Union~~ Branch

- (1) Raising of fee to 3^d.
- (2) Levy for Cardiff. Over 1/3 of members paid it, no branch action being taken on the matter.
- (3) Loss of power of inspecting tickets
- (4) Refusal of Union to let the men strike for meal times

The work was formerly on "plus" ~~work~~ system. Altered on Nov 4 last to day work, whereby meal hours payment was lost, and men's representatives were taken away. In last spring system altered again to "Cooperative System" but men refused to work under the system of 4^d subsistence money & hence they have reverted to old "plus" system. They are now stopped mealtime payment. (though of course this does not alter their total earnings under the plus system). Things are now no better than before the strike except the rise from 5^d to 6^d, partly balanced by loss of meal-time.

States that under the "Cooperative" system the ship owners would not allow sufficient labours in the hold. Thinks that things worked well up to Nov 4 last.

His men live at Bow Common, & all round the district within a radius of 4 miles. They form branches as a rule according to their place of work.

They are mostly English, a few Irish. estimates 40% countrymen; mostly

The country men who used to work in the grain, & are now working in general cargo.

No foreigners in the Branch. 20% (about) are over 50, a few of the older men belong to Class B, but most of them to Class C.

Very few men indeed over 60. 4 such men ~~belong to~~ are financial members of Branch, working at E. India Dock. They belong to Class C.

Season: -	Jan.	*
	Feb.	} Wool.
	March	
	April	
	May	} Calcutta Trade Jute, Hemp, seed &c.
	June	
	July	
	Aug	
	Sept	
	Oct	*
	Nov	*
	Dec.	*

* Slack time.

The Company send registered men for Dock

to Dock. At beginning there was a difficulty owing to this, and a short strike. He himself suspects the Company and thinks the members of the Union have been "made fools of". He was boycotted for five weeks at a time owing to his action as to meet the requirements.

N^o. of non-Union men at East India Dock either as registered men, or in Class C (over an average of last six months) = about 100.

Registered men are paid £1 2 6 a week.

The men pay their subscription at the Branch meeting. He sends notices to defaulters at the end of the quarter, but does not call on his members.

75% of his members are married. A good many of the younger men belong to the Militia. A few go hop-picking in the summer. Wives work at charring, washing, tailoring, sack & match-making &c.

The only strike since the Great Strike of 1889 was a two days turn out against the change of taking-on place. The men were unsuccessful.

Mr. Greener.

Oak Branch.

(Sept. 1891).

No. of members on Books 500

" Financial ... 100.

No. of new members this q.* 2

Transfers 0.

[* This was before the beginning of the new Financial year
 on Oct 1]

The men mostly work in the Tea Warehouses, Oliver's Wharf, Colonial Warehouse, Wapping, Butler's Wharf &c.

The Tea season is from September to March. The slackest time is summer. He expects the number of Financial members to rise to 400 by the end of the year. He can answer for almost every man in the Branch as being at heart a Union man, who will pay when he can.

The men average 8^d & 9^d an hour for three quarters of the year. Rest of year they are out of work.

In slack season they go to wool-sales, drap-
 -department, or as painters (? labourers), but not as a rule as dock labourers, there being a "caste" feeling. A few tea-coopers however

(copy)
earn 34 to 36s a week for 8 hours a day,
and at Oliver's more for longer hours.
At Butler's little "plus" is earned

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get work in the E. & W. India Docks. The work is ^{chiefly}
piece-work ^{drawing} 6d an hour ^{with plus} + "Contingency" money.
While at work the Cooper at the Colonial Warehouse will

The members of Branch live largely at Bettinal
Green. The tea coopers are called in the trade
"Tea-Duffers". They are mostly Londoners. No
foreigners. Few Irish. Hardly any countrymen.

There has been a glut of labour ever since
Hay's Wharf strike: when a good many were drafted
in who had not worked at the Docks ^{at wharf} before: They
had been Fruit hawkers, "sharps", fish-smokers
&c. Some are still working in district at wharf work.

There are very few old men over 60. About 3
at each place. They do light jobs, sweeping &c &
get 6s an hour. When men get old however
they get "knocked" as a rule. There are also
very few between 50 & 60. Majority are under
30. None under 20.

There were permanent men at Oliver's
before Hay's Wharf Strike: now no permanent
men, & now regular classification A, B, C, though
some men have "frist go". All are at an hour's
notice. ~~No matter what part of the~~

Compare with diagram

During busiest time at the three wharves ~~men~~
men employed 1100 men
Slackest 400 "

The men are paid by cashiers in all cases except at the "Monastery" wharf, where they are paid in pieces of paper, so that no man knows what his neighbour receives.

The raising of the Union subscription to 3d only made a little grumbling, but did not reduce numbers.

The Branch was not affected by the change at the Docks in November last. The Cardiff levy ^{was not paid} Only about 12 to 20 non-Union men are at work at these wharves (except Hay's).

Subscriptions to the Union are paid at Branch meeting. They have good Branch meetings, & great interest is taken in elections which are done by show of hands.

There has been no strike since the Great Strike of 1889.

Mr. Matthews.

St. Alfred no. 8.

[Oct 5 1891].

Three quarters of members work at Victoria, some at Albert.

No. of Financial Members 118.

No. on books at end of last quarter (i.e. Sept 30) 198.

Of the 80 not transferred to the new books as financial

- 20-30 have become Permanent or Registered men working for Company, & hence have dropped out of Union.
- 13 have been transferred.
- 2 — died.

Leaving 35 to 45 to be accounted for. The majority of these are real Union men in arrears for some reason, but who will pay up when they can.

22 new members were made last year. They were new-comers to the Docks, relations of those working in the Dock & recommended, previous working at other trades.

When a man falls in arrears through misfortune & wants to rejoin, the Branch is generally lenient about arrears. Arrears

are really a District matter, but the question has been delegated to the Branches in no. 5 District (see evidence of Styles).

Only about 5 Union men work for the Dock Companies, who have enough on their permanent & registered staff. The Union men do not refuse to work for the Companies, but in practice they seldom do for the above reason.

They work direct for shipowners, who voluntarily pay 7d an hour & 1/- overtime, besides special "con" money in cases like crane work &c.

Some shipping lines employ direct through foremen, some through agents. Men prefer foremen. The muster list system (see Styles's interview) is very popular.

The work is chiefly, Tea, flour, bacon, West India goods &c. Thinks Tea "is a fine thing for work" - it takes so much handling.

The Tea season is chiefly in winter, but take it all round work is fairly regular. It is uncommon to have long spells of idleness - a week is usually the limit.

Not many old men. They tend to go under. They are near the bottom of the muster-lists.

A lot of new men have come in since the strike. Men are mostly English. 1 German, & 2 Irish. There are many Irish stevedores, but he cannot give a reason.

There used to be contract system at Victoria dock before the strike. It is now abolished. Of the old Contractors, 3 set up as publicans or publicans' assistants, 1 is in a tobacconist's, 4 are now working as agents for the ship brokers; i.e. they are almost "contractors" again, but under a different name, & have not the same power of tyrannising over the men. ~~They~~ It is difficult for the Union to get to the bottom of the Agent system & find if it is really contract.

The numbers of the Branch have gone down in past year a great many men having joined and taken tickets after the strike who have never worked at the Docks. There was a rush to join, in the idea that there

33.

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was something to be got out of the Union. The highest membership was 312, which if we add the 22 new members last year (= 334) represents the number of men who have passed through the Branch.

The Raising of the subscription to 3d made no difference to the membership. The Cardiff levy caused grumbling but was paid.

At the beginning of the Union there was a difficulty about "blacklegs", & disturbances. Some were retained by the Company as permanent men. Some were discharged. Of these some joined the Union at 10/6 entrance fee. Some defied the Union & got work as Canal clerks, needlemen & so on, (not as piece workers).

There was soon after a slight friction with the Stevedores who were about to undertake unloading work. But all was smoothed over, & is plain sailing now.

There has been no strike requiring strike pay since the strike - Some little

turn out for a few hours, ~~at~~ only.
 About a quarter of the men work for the City
 Line, which employs direct. The cards are
 inspected outside by the piece work foreman,
 who is himself a member of the Union.
 All therefore depends on a friendly agreement
 with this foreman, & the acquiescence of the
 ship owners: otherwise the system is "bound
 to be upset".

The subscriptions are collected at Branch
 meetings, where discussion takes place "as
 well as the men are able". A good deal of
 interest is taken in elections, where voting
 is taken by show of hands. There is frequently
 a contest, there being more candidates
 than places (especially for the Executive).
 A great deal depends on having a vigorous
 chairman of Branch meetings.

Mr Purcell for } District 3.
Mr Hancock }

[G.A. Oct 1. 1891]

West India Dock & Rum Quay Branch No 31.

Since its formation this branch has received 630 members, of whom 11 have been transferred. These transfers took place during 1891. The men were nearly all gasworkers and were transferred to the Gasworkers Union. An arrangement has been made with this Union by which members can be transferred when they are free on the books. The man takes his ticket to the Secretary of his Union who gives him a letter to the Secretary of the other Union stating that he has paid up & wishes to transfer. On presenting this letter, a card is issued to the man in the other union.

At the end of 1890, there were 575 members on the books of whom 432 were financial. Now (end of Sept.) the number of financial members is 201.

Nine new members have joined during the year of whom 3 were admitted during the last quarter. Most of these were men who had been to sea or had been working in the country and were returning to dock work.

231 members have been struck off during the year

As an explanation of this falling away, Mr P. says, that at the great strike, tickets were issued for a payment of 2^d, the subscriptions being left over. This ticket entitled the holder to 4/- per day relief. Professional cadgers and "smart" lads took up these tickets and as they did not want work fell off afterwards. Hundreds were sent off because they would not work.

The increase of the subscription was disliked by the men. They could pay if they liked but did not like. Mr P. has a poor opinion of the men. They give their wives 2/- a day and spend the other 2/- in drink. The men send their subscriptions or come to the branch and pay it. If a man gets behind with his subscription, he is seen at the Dock Gates. They are not very hard on the men in this matter: for instance if a man can get work elsewhere and has to show his ticket to get on, the branch will 'write' his card up, if he has had "bad luck".

The Australian levy was paid willingly as was the Cardiff levy except during the first fortnight. The reluctance was caused by a misunderstanding. No instructions came from the head office & the men saw in the newspapers that a 3^d

Levy was to be made & they paid thinking it was only one 3^d that was wanted. Instruction then came & they learned that 3^d per week was wanted, and did not like it. Lost no members however through it.

The men join the Union with their mates and live in all sorts of places. Some live at Hornerton; many at Plaistow and Ilford; one at Walworth & another at Chiswick.

The ages of the men working in the Dock vary greatly - "from 16 to 90". One man is 89. In the branch there are none under 20 and there is one man aged 75. Majority are between 30 and 60. There are about 20 in the branch over 60 years old.

Some of these old men are kept because they have some special knowledge. Those who are only labourers are pushed out by the younger men. With the exception of a few of the 1872 permanent men none of these old men are on the permanent staff.

Nearly all the men are married. There are a few Irishmen & one Russian but the majority are English. The Irish "are dying out

of the Dock." Thirtytwo years ago 9 out of 12 of the men were Irish. Present London Irish don't like work.

The alteration from piece to day work made very little difference. The Company found the men's representatives intolerable - they interfered with the men - and made the alteration as the only way of getting rid of them.

About 50% of the men employed are non-unionists. They work with the non-unionists but it is only because they are not strong enough to object to them. At first every man had to join the Union; then the permanent men dropped off and also some of the registered men, who ran away with the idea that they were permanent & so after 3 or 4 weeks also dropped out.

Busiest time at the North Quay, Import Dock is in the winter. They then have a fruit boat, a sugar vessel & a sailing ship in at the same time. The general work of the Dock would then take 100 men and the ships about 300 or 400 in all. This is very rare occurrence. Probably about three times in the winter for a week at a time.

At the slack time there would be about 30 permanent and 50 registered men at work. For these there would be a certain amount of 'made' work and some would be put on to make the deliveries.

Bulk of the goods handled at this Dock consists of wool, wheat, gum and timber from America. Mainly goods that have to be warehoused. The timber is unloaded in the Tilbury or Albert and Victoria Docks and is brought to this dock by craft. Here it is sorted, measured up & got ready for market.

Piece work since January 1891; everything is paid by the ton. A shipmaster takes the ship & is paid 6^d to 9^d per ton according to the class of goods. He takes a gang of men. These are paid 6^d per hour & tonnage if any. After the vessel is discharged the tonnage is calculated at the rate agreed; the amount paid to the men is deducted & the balance divided by the total number of hours worked. Each man then has as many shares as he has worked hours.

Hours are 8 to 4 pm without payment for meal times. The Registered men who are guaranteed

"Deliveries" are all lumped together and the proceeds shared between all working at it.

14. per day have to work until 11.30 pm

The wool comes during the summer; sugar fruit, coffee and timber during the winter.

During the slack time, the men or rather the more energetic of them, go from Dock to Dock to seek work. The difference between the busy and slack season is that in the former about 100 more men get 4 or 5 days a week instead of about 2 days a month.

There have been no strikes worth mentioning since the great strike. On one occasion the men in the South Dock turned out for about 1½ hours because there was a difference between the amount they were paid & the amount they had calculated on receiving on the tonnage system.

Mr Purcell is a man about 60 & has been connected with this dock for many years. It is, he says, old fashioned and cannot take large vessels. There are several feet of mud in the dock. The Company do not care to do anything as they can take the vessels in the South Docks.

He was anxious to fully explain the cause of

of the falling off of the membership and beside the reason given on a previous page, he at the close of the interview gave the following additional reasons:— (a) That many of the men entered the Federation employ; some kept to the Union but others did not; (b) Just after the great strike, there was a 'strike craze'. Men came to join the Union in case they might want to strike some day, amongst them being oven makers, millstone makers, seed crushers & oil millers. Some of these have since come to the conclusion that they are not dockers & so have left.

A or Registered men are paid weekly but can be discharged when the Company like.

B's are taken on in preference after the A's. They may be paid off with $\frac{1}{2}$ a day - 2/-

Oct. 5. 91

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Mr. Tom Mann, President of Dockers Union.

Suggests the deal porters (Surrey Commercial Dock - South side) as most likely branch for wh. to get personal details of the members, the secretary being one of their number. The Baltic Trade, on wh. these deal porters depend, presents one of the greatest difficulties there are at the docks, it being quite at a standstill during the winter. A few of the men go as gas-stokers but there is no other trade wh. properly clove-tails in. The men are paid 11^d an hour while working, & make 9 hrs. a day. Wd. probably make 35/- to 40/- a week, but only work about 8 mos. in year. It is very heavy work & the men must live well, or soon break down under it, but he does not think they drink so much. Thinks the officers of the branch are teetotallers, as F. Foster is. These men are used up at 45, & then as casual

laborers have a very hard time of it. He is of opinion that as these men perform work wh. is necessary for the community it is the duty of the community to see that they are able to make a decent living by it. He thought £3 per week, with the present irregularity, wd. not be sufficient, but believes they cd. manage with 30/- a week regular, though he did not wish that they shd. do so, hoping that their desire for a higher standard of life wd. develop. He admits that there must be some attraction wh. keeps them at this work in preference to going to anything else. They no doubt get more money than the dock laborer, but then they consume more, & need to do so. There is the strong tendency of men to cling to the occupation to wh. they are accustomed. The men are practically

born into it.

He admits the difference between this kind of work & some other forms of irregular work in that this is work with fixed seasons from year to year & may thus be regularly counted on, & that it may be possible to get over the difficulty by some other form of intermittent work.

They have an arrangement with other unions by wh. men can transfer from one union to another without expense. They always discompe a man paying to work than one union at a time.

In the Surrey Commercial docks stewards work on the quay, discharging. Usually this is dockers work.

He quite believes in the general benefit just agreed upon by his union

It will bring in more members & keep them there by giving them a financial interest; & at the same time will enable the Union to be more strict in enforcing payment of subscriptions.

The strike at Carver & Herentage wharves is caused by the desire of the employers to enforce a possible 72 hrs week for 30/-; this they afterwards increased to 33/-. This might mean a reduction of 3/- week if full time was worked. The average hours now worked was 63, but under the new arrangement the men wd. probably have to work longer, & 4 gangs wd. have to do the work now performed by 5. The men asked for 30/- for 60 hrs. work, & 6^d an hr. for all over.

As to the meal ^{time} hour, it was a very old custom to pay for this. Before the great strike the work at the docks was mainly contract work;

under wh. the meal time was paid.
 By the Manswin House agreement all contract work was changed to piece work, but on subsequently reverting to day work it was expressly stipulated, in the agreement drawn up under the guidance of Card Manning, that "all old privileges were restored." This included - or was known by the employees to include - payment for meal time.

Mr. Mann advocated the municipi-
 palising & complete reconstruction of the docks, wh. et. all be put into the 3 mile bend of the river where the west India & millwall whs are, with the exception that London & St. Katherine's might be reserved for fruit, vegetables, &c.
 By doing this an enormous amount of labour et. be saved, & the work performed by one-third of the men now employed.

He hoped for good results from the new federation. If one of the unions belonging to the federation wanted a strike they wd. apply to the federation, or if the strike was approved the federation wd. have power to call out any affiliated union wh. affected the position. In practice, however, any such union wd. doubtless be consulted before action was taken.

Mr Haslett. Woodwharf Branch. [994. Oct 5, 1891]

[Mr H. has been Secretary since the formation of the Branch & was a member of the Sea Operatives' Union before that. A Unionist for 4 years.]

The Branch meets at the Radical Club, 715 Commercial R^d. and most of the men work in the West India Dock.

About 450 men have passed through the branch. At the end of the strike there were 601 members on the books. At the beginning of 1891, the number was 400, 4 new members joined during the first six months; 10 members have been transferred and 332 have 'withdrawn' leaving the membership on October 1st 1891 at 72. Of these only 38 are financial.

The men did not like the increase of subscriptions. They talked it over during the 3 months previous (Oct to Dec 1890) and many fell out in January 1891. The institution of day work and no pay for meal times also "gave the men an excuse" for defection.

The Australian levy caused great dissatisfaction when men found that it was a weekly levy of 4^d. After the first week, two or three of the members stood round the office

when the men took their money and got them to give 3^d or 4^d per night until the amount was made up. The levy was kept up for 7 weeks.

"Did not do much" on the Cardiff levy. A few paid, some as much as 1/-. Branch passed a resolution that the 3^d should be paid. There were only a few members present and practically it was only those who passed the resolution who paid. Lost members by both levies.

The subscriptions are paid on meetings nights. A fair number of members attend the meetings. Might have 50 pass through & pay subscriptions and possibly 40 steps to the business.

Most of the members live within a mile & a half of the branch. Men like to be near their homes. Have two living at Walthamstow.

Men are mostly between 30 & 50 years of age. Might have 2 under 20 years & there are a few over 60. Three are about 70. These old men usually get the better work: they are 'registered'.

'A' men are permanent hands & are paid a weekly wage.

'B' may be paid off after $\frac{1}{2}$ a day's work. 2/-.

Have not had this arrangement at the Wood Wharf.

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The hands are permanent & registered. The registered men are paid weekly on Thursday evenings & they are entitled to 24 hours notice. This is given by the foreman who will call out the names of those who are going to be put off on the following day before the men leave off at night. "Now all you men whose names I call out will be off tomorrow night"

Most of the men are single married; only about two single men. About one-third are Irish; the others English.

The objection of the Dock Company to the examination of tickets on their premises damaged the Union. "Mr. H" put it down that this was the death blow. Men only wanted "any excuse to get out of paying."

41

At the busy season there are 250 men working at the Wood Wharf. At the slack time everybody is off except the 38 permanent men. Of the number employed here only about 60 would be unionists. None of the permanent men belong to the Union. The unionists have no more friendly relations with the non-union men than they can help. While they are at work they

are obliged to be friends. They try to persuade them to join the Union; point out the brightest things but these men think "they can spend 3^d better than paying Tom Mann & Ben Tillet".

Goods landed are furniture woods - mahogany, teak, American walnut, satinwood, large quantities of cedar, (about 4000 log since beginning of last month) and logwood

All day work; weekly men receive a rate per day. Day is from 8 am to 4.30 pm for which the pay is 4/- . Half an hour is taken for dinner out of this. There is a great deal of overtime which is paid 6^d per hour up to 6 pm and 8^d per hour after that time.

† Before the strike in 1889, the permanent men were divided into two classes, 1st & 2nd. The first class included shipworkers, engineers and crane drivers. The shipworkers were paid 5/- a day & had to work when they were wanted. Common work at 8 am & kept on until 9, 10 or 11 pm. Overtime was counted after 5 pm but the men were not paid for it but had it off another time. Engineers & crane drivers were paid 5/- . The second

class comprised the ordinary labourers, who were paid 4/2 per day and were under the same conditions as the first class men. These men received a small surplus occasionally and used to take charge of jobs.

Now the permanent men get paid for overtime; 6^d per hour until 6 pm and 8^d per hour afterwards. The engineers and ship-workers get 6/ a day instead of 5/. The latter only get paid while working a ship.

Registered men are now earning 27/ or 28/ a week. They used (after the strike) to have 6^d 'cons' for special jobs but this has been reduced to 3^d or rather two men have to take the 6^d alternate days where each would have got it. They also have to give an extra half hour for the dinner time so that the men lose 3/ a week this way. [When Mr H. reckons the men's losses, he assumes that they are making full weeks.]

The busy season is from January middle of September to Christmas. From January to September only about 120 men are employed, while at the slackest time (July-August) the number will drop to 30-50.

In the slack time many of the men go fruit picking, hopping, some get work as road sweepers & others become carmen. A number have other employments, are shoemakers or doorkeepers, "Many would go begging if they found it paid them better."

Have only had one turn-out since the strike; it was for a day, ^(Sept 190) There was a blackleg and he was illused. A man was blamed for it & he was taken to be locked up. The other men rescued him & set him free & would not return to work. The Superintendent would only pay the men to 12 o'clock & as the men thought they should be paid until one o'clock they refused to take the money & went out. Next day the matter was settled by the man becoming a unionist. At that time, there were 221 men & only two were non-unionists.

Have been troubled by a number of men who live at C. L. Houses & only do a day's work now & then. Don't want a week's work.

In discharging a ship, the shipworker is responsible. He has the manifest. Under him there are the foremen of the holds & these have gangs of men as required by the work.

Krane. Tidal Basin Branch. District 5.

Men work at Victoria & Albert.

380 Financial members

454 on books.

15-20 transferred to gas-workers.

4 ^{28 new} died ^{members in last 6 months}

Twelve months ago was their strongest point: 520 members.

The numbers declined owing to the engagement of permanent & registered men.

Average earnings about 8 ⁶/₁₀ an hour (they draw 6 ²/₁₀ + certain ²⁰/₁₀₀ on cooperative system)

The members all work for the shipowners, chiefly for the National Line; who employ direct through their foremen.

There are three gangs: - the ship gang, ²/₃ on "cooperative system"
Quay gang
Clerk gang - ^{stallmen sweepers needle-}
^{men at 6 ²/₁₀ an hour}

Some men live in Plariston, Cannery town, Custom House.

The first man taken on inspects the tickets of all the others.

The foremen of the shipowners were taken from the rank & file of the labourers after the strike. Of the old Contractors some have retired, some are foremen under Dock Company, some died in the workhouse.

Krane has been 9 years in the Docks. There has been a great change since the strike: "the dock work"

not be recognised by any one who had been away for three years". There is now ~~no~~ little overtime & no night-work, (owing to high price for over-time).

The 28 new members of the Union (within 6 months) were Federation men. They are all paying up well.

The only "free-labourers" on board the Scotland are now Coalies. The ^{Free} Dockers are in a shed in the Albert. 2 or 300 in number. They are not molested now, but used to have a bad time.

There are more men applying for work at Victoria & Albert than before the strike.

A good many members who get far into arrears find it cheaper to get a 1/- ticket in Gas-workers Union than to pay up arrears. They then come back to Dockers & perhaps to another branch.

Subscriptions paid at Branch meetings. Good meetings, average 60 - 140 members. Discussions on policy of Union & on legal shows day &c. Great interest taken in elections for office & committees. Hard fights. "Dozens of candidates". They are fortunate in having a very good chairman, named Watts, who is re-elected.

Kranc used to be check secretary. 15 months ago was made Secretary in place of a defaulter. Default led to a little falling off in subscriptions, but not to secessions from the Union.

Kranc deals with arrears himself

The raising of subscription from 2d to 3d had the curious result of raising the takings more than in proportion to the rise.

There was a great collection for the Australian strike. The Cardiff levy caused some dissatisfaction among the men actually on strike, since according to the rules then in force they had themselves to pay the levy.

Branch suspended this payment until after strike was over. At the Hull Congress the rule was changed & strikers exempted from levy.

Tillett's mode of calculating number of financial members is wrong according to Kranc. (The figures given in the printed form are

$$\text{Financial members} = \frac{\text{Contributions for yr}}{\text{contributions per man per yr}}$$

& this brings out too low a result)

About 15 or 20 members of Branch have taken free labour tickets (as altered) at the advice of the Branch. All the "Free labourers" on the New Zealand

and Shaw-Savill lines are now fully paid up members of the Branch. The managers are quite aware of this. ~~However~~ The Union men will not work with non-Union men.

There is no trouble with blacklegs. Only 16 were joined after the strike under penalties in the whole district.

There have been several small strikes of few hours or days (not requiring strike pay). The only strike-pay dispute was the Cardiff difficulty, which affected 78 men for 4 weeks, after which the Branch advised them to take the altered card.

Hours of work 8-6 with $\frac{1}{2}$ hour dinner, or 8-5 if the ship is empty and they are putting goods into trucks. (Custom house keeps open longer if a ship is partly unloaded.)

Chief goods, flour, grain, sugar, apples, cheese, & American goods. Trade is fairly steady the whole year round, but he thinks men do not get more than 8 months work in the year. Period out of work seldom lasts more than a week at a time.

There are a good many old men. The composition of the Branch is roughly grouped by ages as follows:

^{ages} 18-30	60-70	} (this is guess work)
30-40	80	
Over 40	250	

There are not many over 60; may be a few. A good case of an old man is that of Adams former dock-master at Shadwell Basin (at a part called after him "Adams's dock"). He came down in the world to casual labour, is now in Poplar workhouse 76 years old. A good many go into the workhouse ^{in winter} in the winter & come out in summer.

A doctor's certificate of illness exempts from payment of arrears. Under the Co-operative system old men have more chance than ever they had, the men being taken on by Union foremen, who give them & turn about. There are several cripples who get work.

The muster sheets became a matter of custom. They are not objected to.

The men do not move about from Dock to dock partly because Competition is keener up the river.
Kranic is a Marxian Socialist.

Export Branch.
Mr. Help.

District n^o 3.
(Oct 1891)

The members of this Branch work in the export-
department, at the East & South Docks.

Their work is to (1) unload vans, trucks ~~trucks~~ which
bring goods to the sheds

(2) put the goods into sheds, storing them
so as to let the stevedore know what to put in
the fore-hold, what in mid. hold &

(3). To mark the goods for various ports
with various coloured paints.

(4) To bring the goods from sheds to quay.

Then the work becomes stevedore's work.
The export work is skilled. The men are called "gentlemen dockers"

N^o of members on the old books = 298
Transferred to new = 60
After transfer = 23

Died _____ 6 }
New members admitted _____ 6 } n. last year

Transferred from gas wakers to Dockers - 1 }

Those not accounted for above are
sitting on the fence to see what the effect of the

federation will be. Burial Benefit will probably draw some of them in. Some who have fallen out are permanent men: they may come back. There was no order but only a threat from Companies that permanent men should leave the Union.

The raising of the subscription 2^d to 3^d caused demer does not know if it caused falling off. The Levy for Cardiff made the permanent men leave.

Up to the last three months (when things seem to have gone a good deal to pieces) Branch meetings were good. There has been a monthly concert at Pliniford Street School: a "free & easy", where the men ~~sing~~ sing themselves - a harmonium is borrowed. Sometimes the musicians don't turn up. 60 - 200 are present.

Branch meetings used to be good, ^{with brisk objections} ~~the~~ ~~that~~ speaks very strongly of the good effect of the ^{Branch meetings} ~~the~~ in disciplining the men & accustoming them to meetings.

Pay 6^d an hour, 8^d overtime & plus. The work was piece work up to Nov. then day work, then ~~piece work~~ (March) piece work again. Before the strike there was no "plus" in the Export department.

Non-Union men. 54 in export division. They used to belong to the Union. Now are permanent. These men form a force which can be moved about from dock to dock. He objects to this, on the ground that men ought to share work all round.

A class of men which gives trouble are the "dossers". They took a ticket at the time of strike. They have not paid up, but are ready to "blackleg" if a strike occurs.

Nationalities. Mostly English, very few Irish, not many from Country. ~~For~~

Classes { A none in Union.
B a few in Union
C Majority of Union men belong to this Class.

Average wage for the year 14/-
Seasons: - { New Zealand trade April - July
Oct - December
China pretty regular
Baltic summer

The export men get "con" money for unloading vans, acting as acting shedmen, & turning out goods to ship. In year 1889-90 when he

was men's Representative \$44.13.6 was paid in "cons" among 26 - 27 men.

The "plus" was distributed in proportion to the number of hours work, sometimes it amounted to 6/6 in the week, but usually less. (He has a complete record of the "plus" payments for the year which he brought & showed me)

In slack times export men get a day or two in import department.

Hours of work 8-4

Overtime a good deal

Night-work a good deal. Sometimes 80 hours on stretch. He has worked Saturday morning to Monday night on stretch.

Strikes: During Hay's Wharf strike, the export men blocked the vans of Humphrey's Oil (Sept 5/90)

The result was that 9 men including Helps were discharged for a day. Next day Helps ~~they~~ was allowed to return & ultimately the 8 others went back.

The Stevedores Manifesto in February blocked

4 lines: (including New Zealand & Shaw Savill)
Dockers helped them. As a result 34 men were
blocked from employment in East & West
India. Superintendent asked for an apology
before employing them again. Strike pay was given
for 13 weeks. Helps declined to apologise. Some
did so & block was removed in their case.
But they don't get much work. Helps himself
now gets work in the grain department
~~He~~. Shewed me correspondence from him
complaining that shedmen were paid out
of the cargo. Mr. Bailey naturally replied
that they were not conspiring ~~men~~ leading
men within the meaning of the agreement.
Helps seems dissatisfied & says that
shedmen do very little work.

Oct. 5. 91

[J. A.]

Mr. Male, Swanscombe St. branch of dockers union. Members mostly work the P. & O. boats, or the Alfred Holt; a small number work in Victoria Dock.

Nearly 600 tickets have been issued since branch started.

5 have been properly transferred, but several have left & joined the gas-workers union since contributions were raised, because then it is only 2d a week. There are men who work in factories near the waterside.

385 now on books; 285 financial.

18 new members this year; 4 this quarter.

75 struck off during year.

The men in group when he works paid £160 for Australian strike; Cardiff levy was paid up pretty well. Those who didn't pay were not able to.

Men join the branch because of proximity to their work. They are

youngish men. None under 20; a few over 60, who get their fair share of work.

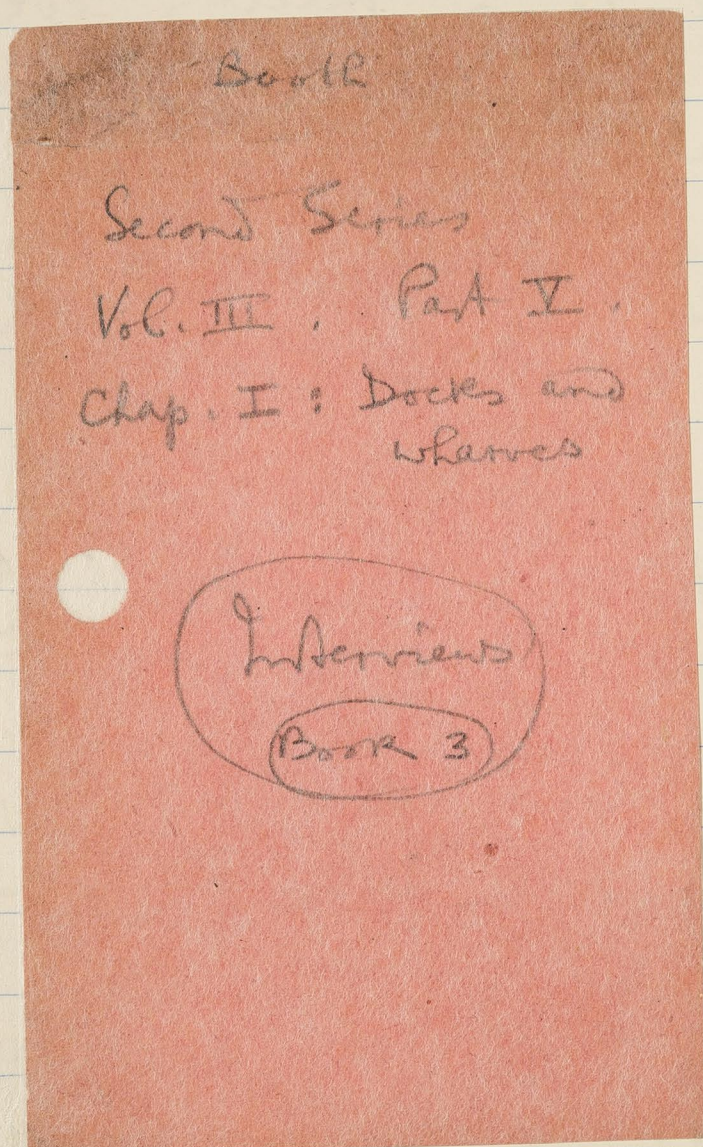
There is a meeting every Tuesday to take subscriptions; occasionally he takes them outside to oblige men.

The men are mostly married; there are a few Irish & Scotch.

In the Albert docks about 2500 are employed in busiest time, & this falls to 600 or 700. The P. & O. boats come from Australia, China & India - varied class of goods. Alfred ^{Holt} boats are from China - very dirty cargo.

the men work on one of the P. & O. boats, where there are usually about 70 men employed. Of these the first 35 wd. get about 24/- a week on average; next 15 about 18/-; remainder less.

The tea season & wool season affect the work here. men get work



elsewhere in slack times.

There have been several petty strikes since 1889. There was one last Dec., in support of the Sailors & Firemen's Union. This caused the Shipping Federation to come into the district, with a number of free laborers, & did them a lot of harm. The strike failed though the stevedores not coming out at first in response to the call made. There was a strike against the employment of a particular foreman, who had been a Union man. The needlemen, tally-men, &c., were allowed to remain at work, & were put to the ordinary work that the strikers did. This was through a misunderstanding, but it spoiled the strike.

Considering the difficulties they have to contend with, Mr. Male thinks the branch is doing well.

TF 497 (42)

G. W.

Oil-engined locos for the
Great Northern Railway

Tramway & Railway Nov. 16 1933.

Hold pp. 267-269

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The members are getting more interested
 in the meetings, & the union business
 generally, although most of them
 are working when tickets are not
 examined (P. O. & Alfred ^{Holt} Hope). He
 believes they have the cause of Unionism
 at heart, or they wd. long ago have
 given up their ticket & have been better
 favoured by their employers for so doing.
 Free laborers are being continually
 introduced into their midst, & it wd.
 go hard with them but for the fact
 that the work often proves too hard
 for these newcomers & they soon give
 it up. As it is, he believes these
 free laborers are unfairly favored,
 & asserts that by fair work they
 wd. knock out 90% of these "free"
 men in a week. It is the
 Shipping Federation wh. is bolstering
 up these men. They have introduced
~~1500 or 1600~~ ^{a great number of} men into the Albert
 Docks. The National line is the

only one who now recognizes the Union ticket.

The Alfred ^{Holt} Hope until recently worked on the co-operative system, but there was such a run of bad cargo that the men cd. not make it pay. It is now day work.

The P. & O. had one week on the co-operative system. The men were promised a representative, but were not allowed to have one, & it was given out that anyone examining the books wd. be instantly dismissed. The first job they had the Company, after a lot of suspicious manipulations, made out only came to $5\frac{1}{2}$ an hour. Considering the size of the cargo & the amount made by those on the ship, he had no doubt they were grossly cheated, & the men wd. not work that way any more.

He spoke of the way in wh. the

P. & O. company served the stevedores.
The men gave notice to take their regular
annual day's holiday, & took it; but
when they came back were told they
were not wanted. Non-unionists
had ~~be~~ taken on in their place. Some
of the Union men gave up their cards &
went to work with them. The
Union laborers are now greatly
handicapped by having non-union
men to load the ships.

Oct. 15. 91

53 J. C.

Mr. G. W. Mottam. South Dock branch.

No. 3 district of Dockers Union.

This was the dock wh. initiated the great strike of 1889, & Mr. Mottam was a leader of it. Consequently a particular mark was made of him & some of the older men in this dock, & when the agreement of Nov. 1890 came into operation (he being at the time one of the mens representatives) he was the first to be left out of work, & was quickly followed by the other representatives & the older men. He had every reason to believe that word was passed round the docks not to employ him, for he had never been able to get work at the docks since, & when he was working for Mr. Scrutton, shipowner, the dock master at South Dock told Mr. S. he shd not have employed him, but Mr. S. expressed himself satisfied with him. Other of the older union men were served

the same way, & were now, to the extent of 20 or 30, working for shipowners in Victoria dock. Of the other members of this branch over 100 are now working in South dock, with very casual work, & there are some in Millwall, East & West India & Albert docks. All the members are casual workers.

Over 700 tickets have been issued in branch; about 12 have transferred, & a lot have gone backwards & forwards between this union & the Gas Stokers Union.

There are now 180 on books, all financial. Last year there were 684 on books, but new book has just been started, & only financial members are put on to it. 2 new members made this year. For some time this branch wd. not take any more members, having over its complement.

Raising of subscriptions led to great falling off of members. Several

joined other unions where fee was lower.

Sewy for Australia (voluntary) was well paid up, the branch subscribing over £60; for Cardiff only 12 to 15 paid, of the rest some ed. not pay or others wd not. Sewies have a bad effect.

Subscriptions are taken at weekly branch meetings. Names of those in arrears are read out & posted in branch room; members tell their mates if they are posted, & several are kept up to their payments in this way.

all the members of this branch formerly worked at South Dock. Joined because they worked there.

Average age of members is about 40; none under 20, but there are a few working in docks (non-minists). 3 or 4 over 60. Old men are the most reliable & stick to their work best, but the Dock Compy prefer the young men, ^{partly} under the idea (mistaken

he thinks) that they get more work out of them, or partly because of the grudge they have in this dock against the older men, on account of their past activities (re strike, etc.)

The members are mostly married, mainly English; a few Irish & one foreigner.

Change in system of work introduced last Nov. led to a great falling off in numbers. For the last 1/4 of last year the branch returned £80; next 1/4 it fell to £60; next to £36. Now it is less than that.

During the war season he has known as many as 1500 to be employed at the South Dock, but this was some time back, when this dock was in a more flourishing condition. This is a very old dock, & before the Victoria & Albert & Tilbury were opened most of the big lines used to

dock here. After they went elsewhere he has run this dock to be at an absolute standstill for 2 or 3 wks. together - a dozen permanent men being the only ones employed. There is more trade now again, & probably 100 is the lowest ever at work now. (He does not know much about the work in this dock now, being away from the docks altogether. He is housekeeper at Wadhams House, Commercial St.)

The South Dock is what is called a "tramp" dock - anything from anywhere comes in here. They have tea, wool (a small quantity), wheat, rice, & Philadelphia cargo (provisions, &c). The Philadelphia boats give the most regular trade, as they come in every week. They take about 4 days to clear, & the men work on them till 10 at night. He hears that latterly they have been worked day & night till cleared.

by means of changing gangs, several of the men working 24 hours night off. The tea work, of course, causes periodical fluctuations, but otherwise the work is fairly steady.

The work is mainly day work, the men getting 6^d an hour, but at the same time it is all calculated at so much per ton, & if there is a plus the men get it. Contingency money has been nearly all knocked off. The grain men ^{only} are on piece.

The permanent ~~was~~ regular men probably average 26/- a week; the casual men (mostly uninitiated) only make about 3 days a week, & average about 12/-

The men run round from dock to docks as quickly as they can to look for work work. Formerly the same men worked at South Dock for many years, & never thought of applying anywhere else. Some of these

lately displaced had been working there 30 years or over.

There has been one strike in this dock since 1889. The men received orders from the Union to refuse to load Keane's craft with flour, because of a dispute with that firm as to price to be paid for ~~foreign~~ handling certain cargo. The men were only out $1\frac{1}{2}$ hrs., & the employers gave way. The following day the men took their annual excursion to Clacton, & the Company's servant loaded the objectionable craft while they were away. The dispute was soon afterwards settled.

Talking over the new scheme of permanent work, pensions, &c., wh. it is said the wharf owners intend to adopt, he thinks the scheme can never work, owing to the

great fluctuation of work. Gave instances of wharves employing 700 or 800 at one time, whilst at another time no. fell to 40 or 50. Objects to pension scheme because it is entirely subject to govt behaviour, & there are so many masters that it is almost impossible for a man to avoid offending one of them. He then gets reported & may lose his claim. It will be so very easy for employers to knock off the pension for some alleged misconduct & is a continual threat over a man. Objects to permanent work because it means doing others out of a job. It wd be a good thing if something cd. be done for those left outside.

He says J. R. Stein got his ideas of dock life from the South Dock, & wrote a piece on it called "His last chance", played at the

Adelphi.

He hopes for a good deal
from the new Federation.

Mr. Hoakes. Thorn Branch, No. 4 District of Dockers Union.

about 400 tickets issued since opening of branch. None transferred from this branch, but several ^(viz. Carlisle & Hoveleydon) transferred to it from other branches. Have just started a new year with 211 financial members. There were 285 on last years books. 28 new members made last year.

107 of the members work at Stanton's Wharf, of whom between 40 & 50 are permanent, while the rest form the shipping gang & get almost full work. The other members work more irregularly at Butler's, Hicks & Hasle's, Pickle Herring, Depot, & Wilson's Wharves. all wharf hands.

Stanton's wharf is owned by France & Co., who use it solely for their own line of 11 steamers, wh. trade between Fowle (Yorksh.) & London. It is strictly a Unionist wharf, the employers recognizing the union

in the fullest manner, & thus the men here form the backbone of the branch. Noakes himself works here & is able to keep so closely in touch with the men as to insure the ~~work~~^{unity} of the branch being properly ~~done~~^{carried out}, as the men here follow his lead, & the others follow them. He has authority to challenge the cards of strangers, when taken on, & if they are not union men asks them to join; if they do not do so, they are allowed to finish the particular job, but are not taken on again.

There was some grumbling at the raising of the subscription, but all paid up, & there was no falling out through it. He carefully explained to the men that of the extra penny, $\frac{1}{2}$ was for the federation & $\frac{1}{2}$ for central fund. Stanton whp. men led the way in paying it, & the others followed suit.

Levy for Australia was well paid;

Cardiff levy not paid at all. Passed a resolution not to pay it.

Subscriptions are taken at the weekly branch meeting at Parish St. Schools. He also takes subscriptions of the men at Stanton's wharf, in cases where they can't attend meeting because of having to work.

Ages of members usually between 20 & 40; one under 20, who pays full fee; about 6 over 60, 4 of whom are casual & 2 permanent. The old men get their fair share of work, the Union insisting that they should. The reason why the men wd. not take permanent situations after the strike was because it wd. shut the old men out.

The members are mostly married; all Londoners but 2, who are country men. Many London Irish. The men have followed up these wharves for many years.

There are over 150 employed at Stanton's wharf in busiest time, & this falls to about 100 in ^{normal or} slack time.

The cargo handled is general, but includes wool, tea & hides. They carry a good deal of wool wh. makes them ^{very} busy when the wool sales are on.

It is all day work. The ~~definite~~ ^{permanent} men work from 6 to 6, with $1\frac{1}{4}$ hr. for meals, for 27/6 a week, with 6^d an hour after 6. They are always busy, & work on an average till 9 every night. Probably average 20 hrs. a week overtime, & sometimes earn as much for overtime as their standing wages. There is all shore work, loading or unloading vans, &c. Next to them comes the shipping gang, of 52 men, divided into 4 sections of 12 each, with 4 winch men. These are casual men, with practically regular work. They get 6^d per hr. between 6 & 6, 8^d overtime, & 11-hr. for Sunday

work. They often work 24 or 30 hrs. at a stretch. They can comfortably earn their 30/- a week all year round. Noakes, who is one of them, does this, & says some earn more. He will not work the hours that some do.

The other 50 men are only employed at certain seasons of the year - as when the wool sales are on, 5 times a year. They only apply for work here at these seasons. Go also to Butler's at tea seasons & to other wharves. Can give no opinion as to average earnings of these men.

For the last 2 or 3 mos. they have been so busy at Stanton's wharf, that the employer has asked him if he cd. not form another gang similar to his own, to prevent working such long hours. He talks of doing it, but evidently does not like the job. Spoke of the difficulty of getting steady & reliable men to handle what was often

delicate or portable cargo - the men were apt to be dishonest & he might be held responsible. He was in favour of an extension of present system of employing casual workers, only instead of it being left to chance for the casual workers to be there when wanted (wh. sometimes meant that when the regular gang wanted to knock off there were not there at hand to take their place). He wd. have the ^{in the case of a long} employer put on the regular gang for a certain stretch (say of 12 hrs.) & give it out that there wd. be a spell of work (perhaps of 12 hrs) for another set of men when they left off. This wd. quickly get about & the men wd. be at hand. The regular gang wd. have to knock off at the end of the time fixed, instead of, as now, working as long as they liked, & the employer always knows pretty nearly how long the job will last.

[What Hoakes evidently desires is that the regular gang shall have the pick of the work without having to work such abnormally long periods. He fears the employment of another regular gang because of their not being enough to keep both going.

He thinks if there were some place near the wharves where the men could wait for work, such as a coffee palace with a large room, it would be a great boon to the men. At present there is only the beerhouse. A sort of labor bureau might be formed at it.

W. P. Backer. Dreadnought Branch.

[94. Oct. 16. 1891.]

Branch meets on Wednesday evenings (8 pm) at Manor Road Schoolroom. It was formed at the time of the great strike 1889, with about 200 members.

Numbering of tickets is recommenced every year but W.P.B. thinks about 500 tickets have been issued since the formation of the branch. Only had four transfers to other branches.

There are 67 members on the books, of whom 60 are financial. The names are struck off when they are 12 weeks in arrears. Had 105 members at the beginning of the year. Have struck off about 40. Made 14 new members since January; 9 of them since June. Attributes this to the new death allowance, 5 having joined since it was started.

Members did not like the increase of subscription but they lost no members thro' it.

Men paid the Australian levy cheerfully but did not pay that for Cardiff. Passed a resolution that they would not pay. The amount was entered on cards as arrears in accordance with the instructions from the Head Office but it was not counted as arrears so that when a man was struck off the books, his card would show 18 weeks arrears (4/6). All the the financial

members cards show 6 weeks arrears in this way.

Subscriptions are paid at the meetings. Members bring them or send. When a member is 6 weeks in arrears, copy of printed notice is sent to him.

Men live in Rotherhithe & Deptford. Three come from Peckham.

Most of the men are between 30 & 40. There were under 20. Three old servants between 60 & over 70 but none between 60 & 70. These men get a fair amount of work.

Married men are the majority. Only about 8 or 9 single men. Nearly all are English; there are a few Irish & one German - Mr Bacter himself.

About one-third of the men are non-unionists. They treat them civilly. Do not believe in coercion.

The men are all engaged in grain work and are employed in the New (or South) Dock & the Greenland Dock. At the busiest time from 8.00 to 9.00 hands would ^{be} working there; while at the slack time the number would not exceed 80 of whom about 50 would be permanent hands, on a weekly wage, others daily servants.

About 16 of the men work from 7 am to 6 pm. The others start at 8 am. 8 to 6. 10 hours with one hour for dinner.

The pay for this time is 4/9; the men losing half an hour & the Company half an hour of the dinner time.

Weekly servants get from 24/- to 30/- a week according to their position and 8^d per hour overtime after 6^{pm}.

Very little overtime is worked. It is all paid 8^d per hour after 6 pm. Daily hands average 15/- a week all the year round; falling in the slack season to about 8/- & rising to 30/- at the busy season.

Busy season lasts from May to the end of October. The slackest time is from February to May. This is a slight spurt about Christmas time.

Usually all the corn comes from Russia. It begins to come from in May. Comes from Cronstadt, St Petersburg, Odessa, Riga & Libau. American wheat goes to the northern docks. Since the commencement of the famine in Russia, however some comes from America.

When work is slack in the **Coin Department**, they are busy in the Albert Dock. Some of the men go there; others go costering or seek work along the wharves etc. Only a few leave the waterside however.

Have had no strikes since the great strike. Capt. Williams (Foreman shipworker) recognises the Union but

will not permit the inspection of tickets.

M^r. Driscoll Prince Alfred Branch summoned R^d Permondsey [6-10-91]

There have been 100 tickets issued since the opening of the branch; no transfers this year;— at present there are 113 members on books of which 101 are financed, there have been 15 new members admitted during the year; & about 50 struck off. — Lost a few in consequence of the raising the subscription did not raise a levy for Australian strike;— for the Cardiff they paid pretty well, & will all pay eventually. Subscriptions are paid on Thursdays from 8 to 10; All the members live & work near the branch. — Ages are from 18 to 60; there are about 6 under 20 & none over 60. — Mostly married men; about a tenth Irish remainder English;— The arrangement of Nov^r 4 caused a considerable falling off in numbers. —

In slack times, will work with nonunionists, under compulsion; at regular work, all are unionists. —

Could not give numbers employed at busiest & slackest times, but about a quarter have to get other work in the slack times. —

Work principally Grain & Deals — Majority work at Colonial Wharves & Graineries in the neighbourhood. —

Grainworkers get 5/- to 6/- per day of 12 hrs (6 to 6) at the Graineries, with 1/2 hr for breakfast & 1 hr for dinner; some firms also allowing 1/4 hr at 11^o & 1/4^o again

In docks it is piecework & the earnings are higher. — no overtime. —

Busy about 6 months in the year. —

Deals — day work 9^d per hour; hours as for Grainwork

busy about 5 months in year. —

Are paid by ganger, employed by docks or firm. —

The work is very heavy. —

In slack times ^(December to May) those who cannot get usual work get other work at docks in the neighbourhood. —

There was a strike at Spratts, on a case of a levy, which failed. & about 18 months ago a strike at Keen's Flour Wharf for Union wages which succeeded. —

Thinks that the Union is getting more consolidated & doing good. — Members of this branch are not much affected by the Free Ticket. — The present members are all good substantial members; about a third of the the whole work at one Wharf. —

Oct. 14. 91

D. a. 75

Mr. Johnson, Victoria & Albert Dock
District Branch. This was at
one time the branch for the whole
district & had 2,000 members. Mr.
Styles was secretary then. When
Mr. Johnson took over the secre-
taryship there were 1,700 members.
Since then other branches have been
formed from it.

Last quarter there were 444
on the books. They have just
started the new quarter & year with
350 members, all financial

Last quarter they made 12
new members, the quarter previous, 20,
& this quarter so far 2.

The members work mostly in
Victoria Dock, where only Union men
are employed, & chiefly on 2 lines
of boats, the Furness & Smith & Sons
City line. The rest of the members
work in the Albert dock, but are
not good unionists, because they can

get work without having to show Union tickets.

J. Fairbairn (brother of Fairbairn, president of Lighthouse Union) is chairman of this branch & of the district committee. He is also ship worker of the City line of boats, & naturally looks well after interests of union. This line pays 7³/₄ hour & 1/- hour overtime. This is good pay, but the boats are being worked better, & the work pays the Pompey better, than in the old contract days.

The Australian levy was well paid up, & nearly all paid the Cardiff charge with some little squabbling. The raising of the subscription had no practical effect on membership. Subscriptions are taken on the weekly branch night only. 193 paid up on the first night of the quarter, & he took about

Feb. 6.

Average age of members, mark 40. None under 20 or over 60. The men are mostly married, or are mostly natives of this part, bred or born in Canning Town. A few are Irish.

The Union ticket is strictly adhered to in Victoria Docks. The first 2 men selected by each foreman take their stand at the gates or challenge all cards. Until 2 months ago any man 6 weeks in arrears was stopped, but they now give him a chance to pay up first.

In Victoria Dock they might have 3000 in busiest time, but this wd. only be for a day or two. In slackest time the numbers fall to 300 or 400. In the Albert Docks there wd. be over 5000 in busiest season, dropping to 1000. On the City line the boats are

large. One boat will employ 250 men in discharging on ship & quay, while another 50 or 60 will be at work loading up barges or railway & other vans.

The cargo is mostly tea, with wheat, rice, jute, wool, gunny bags, etc.

The work is all by the hour - 7^o or 11- overtime. Hours 8 to 6 in summer; 7 to 5 in winter, ~~with~~ including 1 hour for dinner, which is paid for. They never worked overtime until Saturday last, when they went on till 8 o'clock, & for so doing were allowed an extra hour for tea, in addition to 11-hour pay.

There wd. be about 8 days work on one of these (city line) boats. Then there might be a week's interval; & then perhaps 2 boats, one immediately following

the other. Taking the year through
their work wd. average 4 days a
week.

40 to 45 out of 100 of the men
on their boats get contingency money
(6^d a day). On ship work this
contingency money is paid to the
foremen of each hold, so in order
that all may share it the foreman
is constantly changed (or rather
the men take it in turns to receive
the money, there being really no
foreman, but the fiction being kept
up as an old custom wh.
serves the "con". Men working
overside on the gunwhale of a
barge always get the 6^d a day "con".
The main work here is to receive
the goods as they are slid down
from the ship & hand them to
the lighterman.

The average wage on Pitz line
of the ordinary gangs wd. be about

24/- a week thro' the year. On the
 Furness line the first 200 men
 (who are on the foremen's books) wd.
 average about the same. The extra
 men on both lines wd. not make
 more than 12/- to 14/- a week.
 There are a large number of these,
 but when both docks are busy
 it is difficult to get men, especially
 if there is anything doing at the
 uptown places.

A distinct branch of work in
 Victoria docks is the frozen meat
 dept.; this is worked by the dock
 company, the refrigerators being their
 property. It is both day & night
 work; the men are housing the meat
 in the day, & delivering it (sending
 it to market in vans, &c) at night.
 The foremen are Union men, but
 are ordered to take the men on inside
 the gates in the day time; consequently

the men's cards are not always challenged, & men who are not unionists slip in; but at night, owing to the greater difficulty of getting men, they are taken on outside, & the cards are always challenged.

The foreman knows the thin men, & in the daytime will select them as far as possible.

It is all piece work. On day work the pay is 3/- per 100 sheep; & ~~4/-~~ on night work (if overtime) 4/- per 100; but if only taken on at night, 3/-, except at A jitty, where, the refrigerators being downstairs, the meat has to be carried up, so the pay is 7/- per 100.

A good gang of men can earn 1/- hour each. There is practically a guarantee that they shall not get less than 8^d hour. The first 20 men on the lists average quite £2.10 a week, & after them there

are a lot who average 30/- - fairly regular work.

The price for carrying beef is 1½^d per quarter. This is insufficient, & will no doubt be raised.

The work is heavy & requires some skill. Men who work at it rarely work at anything else.

Strikes - There was a petty strike in the meat dept some time back. The men were working on a lark on day work at 10^d hour. They were taken off this & put on to unload a ship, where the work was of a very heavy nature. Nothing was said about any alteration of arrangements, & consequently the men still considered they were on time work. When pay time came the Comptroller wanted to pay at piece rate. The men struck & the comptroller gave way.

& kind wages demanded. There was also a strike against the 12^d per yr. for veg. But he thought the men acted meanly in making no complaint during the day, but striking at night, when there were no others to be procured. They were not successful. Mr. Phelps the head of the frozen meat dept., is a very considerate employer, & always listens to what the men have to say & does what he can for them.

Mr. Johnson is a Birmingham man & has been in London 9 years. He seems a fairly educated, thoughtful & steady man. Held a good berth as gas inspector at Birmingham, but lost it (he did not say why.) Worked in J. Knight's soap works when he came to London, but lost his work at the time they had the strike there, he being marked as a union man.

He worked in the meat dept. for some time at docks, & ed. have had a permanent berth among the first hands there. The men, however, were jealous of him, there being a good deal of beer on the job & he being a teetotaler. Besides this, he did not like night work, so he declined, & got employment on the City line, where he is one of the first on the lists. He has been Secy of this branch 6 mos.

He thinks the Union has improved the stamp of the men. They dress better than they used to, & take more pride in & care of themselves.

He is of opinion that there is a fair living to be made at the docks, provided a man is steady & gets pretty well known. Many of those who don't earn much don't want more. They are single men,

living in lodging houses.

He wd. be pleased to see any of us at the branch meeting on Friday night, if we drop a line beforehand.

He thinks J. Fairbairn (Chairman of District) wd. be pleased to give us any information.

Mr Stevens.

North Woolwich Branch.

G.E.A. Oct 6. 1891

Branch was opened about the time of strike. Have 265 names on the book. 197 are financial members. About 500 have passed through the branch.

Made 9 new members this year; all during 1st 1/2-year. Transfers 11 during the year. Have arrangement for transferring with the Gas Workers Union. These transfers are about the same ^{number} in each direction. Some of the men work in gasworks during the winter.

Mr S. does not strike the names off when members are in arrears, but omits them when transferring the names, so that members may be on books, when they are a quarter + 6 weeks in arrears. Of the 68 in arrears, 35 are less than a quarter in arrears.

Members in arrears are asked for their subscriptions when they are seen. Does not send circulars to them as they are often returned unknown.

At the weekly branch meeting there are usually about 25 members present and probably about 90 others pass through to pay their contributions. At the last meeting 40 came and 90 paid contributions, some sending by mates or their children.

Meetings are held at the Temperance Rooms, ^{Tidal Basin}
(none of the branches meet at Publichouses.)

The branch pays 26/- per quarter for the use of the room and 4/- per quarter for the fire during the two cold quarters. Rooms seats about 40 or 50 members. Other branches in the district, held in rooms belonging to chapels have more accommodation.

Raising the subscription did not affect the membership. Mr S. attributes loss of members to the last strike. It was the manifesto issued by the Wades Arms. This branch was not connected with the strike but was dragged into it altho' they did not agree with it. "We were working harmoniously but now we are at war."

With the National Line they work on the co-operative principle. The Company funds the gear and pays them 9^d per ton for general cargo; and 25/- per 100 quarters of grain. Mr B. Hill (Hill Line) also paid 1/- per ton for general cargo, deducting 3^d per ton for gear. ^{since the} The grain has come they do not have enough general cargo. Draw 6^d per hour if at the end of the job this is not justified, the Company have to lose the difference. Usually make over the 6^d per hour. Have been as low as $\frac{1}{4}$ d and have made as much 11^d per hour.

Does not hold with overtime. If the men have to work, the Company pays 2^d per hour in addition to the tonnage rates. This, with the pay of the officials and customs officers, make the rate very high.

Regular hours are from 8 to 6 summer and 8 to 5 winter with an half an hour for dinner which is paid for.

Regularity of work. Quay work is pretty regular but not the ship work. Example - Finished a boat last Thursday; do not expect another until Friday (Today is a Tuesday). W.S. has had 6 day works during the past 8 days. Usual average about 4 days in the week.

- (11) Levies Australian levy was paid very willingly. They paid 3^d per day for every day at work and kept it up. Cardiff levy was paid by all except 5 - 3^d per week for 6 weeks. Some did not like this levy. They majority regarded it favourably. Does not know that they lost any members through these levies.
- (13) Residence Most of the men live in North Woolwich; a few in Woolwich & Plumstead.
- (15) Age. Does not know one member under 20 years of age. 35 to 40 would cover 40 per cent of the members. Only one man of 60 in the branch - an army pensioner.
- (18) Most of the men are married. Only about a quarter are single men.
- (19) Nationality. About 10% Irish. Rest are Englishmen.

(22) Attitude toward Non-unionists Try to persuade them to join the Union; ~~and~~ have nothing to do with them when we can avoid it. On the National line, the unionists will not work with the non-union men. In the general work of the dock they do. This is because the Union has an understanding with the Dock Company. In other cases, unionists have to submit to work with non-unionists. Policy is to exclude non-unionists whenever they can.

(23) No. of men employed at Albert Dock. In the busy season, quite 3000; in the slack time it would not be 1500.

24. Character of Work. Import consists of grain - wheat, maize and a few oats; -, machine oils, ~~not much~~ little petroleum, manufactured articles such as washing boards, clothes pegs; canned goods, preserved fruits and frozen beef. These come from New York. Seeds, rice, hides, jute, etc from Calcutta. Frozen mutton, wheat, wool, and canned goods from Australia. Frozen ~~sheep~~ mutton chiefly from New Zealand. Chief items are Tea, seeds, wheat & mutton.

25+28) Rates of Pay. Men discharging mutton get 8^d per hour, ^{Holt} Hope Line has co-operative system; P+O day work (6^d per hour & meal times); National + British India lines, co-operative system. Dock Co^y does not discharging in this Dock.

Hours of work ^{am} 8 to ^{pm} 6 with 30 minutes for dinner, except grain men who have a hour

29) Overtime. Very little. Only when there is great pressure. Avoided as much as possible.

29) Method of Payment. With exception of the A. St Line, where the men (first 50) are paid weekly, all the men draw 6^d per hour daily. National Line has an understanding to pay on the bill of lading, and they make up plus 48 hours after the boat is discharged. Balance after deducting subsistence money is divided according to the hours worked.

30) Average earnings of grain workers. Mr S. a grain worker has made an average of 24/- per week in the Dock. Some weeks earn £2 or £3 & others nothing. Does not think that averaging the Dock, the men make more than 15/- a week all the year round. Does not know how men who average this live.

31) Busy Season commences about August, and last until November. Get the trade from Montreal and Quebec about this time. ~~The~~ Excepting this there is no real season; the amount of work depending on the number of vessels that chance to be in.

Mr S. thinks that quite 90% of the men in the branch are real unionists. They have reached their level now as there is only the principle to make them pay. At first they had many men from the 'Dusthole' (a low quarter in Woolwich) but have got rid of them now. They can get the little 'bit' they want without union cards. These men live in the C. L. H. The alterations in November 1890, affected some of the men who were working on the co-operative principle on the P & O boats, Carriage etc, for the Dock Company. Quay workers were also under this principle. On Nov 4 the dinner half hour was stopped & the co-operative system introduced.

From the time of the great strike 1889 to Nov 4. 1890, the Dock Company's plus system had been general. The men got 6^d per hour & a plus on the tonnage. Usually however instead of a plus there was a debt. On one occasion, Mr S. wished to see the books to find out why they were in debt. On the next ship, they were given a plus; Mr S. thinks it was because the Dock Company thought it politic to give one. "Certainly if it had been earned then it had been earned several times before"

The new co-operative system. Under this, certain departments

took the work at a given price per ton; this rate being arranged between one of the workers and the Dock Company's Warehouse keeper. The Dock's Co^y foremen took on the men and they drew 4^d per hour subsistence money. The price when fixed remained the same for the same kind of work or for the same line of vessels. Men did not like the foremen taking on the men as they could not make a plus. This plan was worked until the shipowners took over the work. The British India Line then gave the men a little advance and they worked it successfully making a plus on every boat. At the time of the strike (Wade's Arms Manifesto) the British India Line took on free labour & very often they failed to make up the amount. The Company used to make the rate up to 6^d per hour but they have now given notice that they will not do so. Recently about 40 of the Federation men have been weeded out & unionists taken on. Now they make a plus which they could not do with the incompetent labour. National line work. Men are taken on by the Company's shipworkers but they do not mind this as they have confidence in him. Corngangs consist of 7 men and the composition of the gang is always the same. There are five gangs. If a vessel carries corn in two holds, four gangs will be employed, 2 at each.

Men would depend upon this line get about 4 days a week. When the men are not wanted for grain, they fall back upon general cargo. Men are chosen for their qualifications: first the gearman, then the crane man & then remainder of gang.

Did not like the Co-operative system at first. Saw the principle was beneficial but the 'general run' said go on just as ~~was~~ we were. They were afraid that the half hour dinner time would be ~~not~~ knocked off, so they drew up a scheme which was accepted by the company.

Wheat trimmers are paid 8^d per hour. These men are only wanted toward the end of a job.

About 15 men belonging to the Branch work on the National boats; remainder on P & O. & Hill Line.

Other unionists in these docks belong to the Tidal Basin branch.

Co-operative System Mr S. thinks that this system should be generally adopted. The men get a better understanding with the companies and they work fairer. Is quite satisfied with the system as worked on the National Line. Men should however draw up their own agreement.

Last strike was detrimental to them. Brought in free labour.

Mr J. Sanders. Carlisle, No 4 Branch.

1 Branch was formed on Sept 21st 1889, while the strike was in progress.

The first issue of tickets ran up to No 890 & then some applicants were sent away. These formed the Tooley Street Branch, which obtained 700 members.

About 6 or 8 months after formation, finding the numbers were too large & made business heavy, about 60 left to form another branch, the F. N. Charrington.

The names are not struck off the list when a man gets in arrears but only when the names are re-entered, when only financial are brought forward. The 1890 issue of tickets went up to about 500 & this year (1891) to 499 being the number of members on the books.

Mr S. says all the 499 are financial - all paid up within 6 weeks. If a man gets into the 7th week of arrears, his name is posted on a list in the 1 Branch room. The other members then look after the defaulters. This list remains until another is made out, the names of those who pay being struck off week by week. Goes thro' books every six weeks to compile this list.

- 7) New members Made about 50 this year; nearly all of them since June. Attributes the revived interest to the Federation of Trades and the last strike (Carson & Hermitage). Men talk about the Federation & are becoming real unionists. The new death benefit has not had much effect. It is not generally known amongst the men as it does not come into operation until 1892.
- 9) Have not struck any members off during year; left out about 150 at the beginning of the year.
- (10) Lost a 'lot of members' through raising the subscription.
- (11) Levies. About one-third of the members paid the Australian levy - The best of the members. The Cardiff levy was also paid by the same men, the employes of the General Steam Navigation Company of whom there about 200 in the Branch. There was some dissatisfaction about this levy as they could not get particulars of what it was for. Members did not pay until a month after it was ordered.
- (12) Subscriptions are collected on the meeting night. Receipts average about £5 a week. The first & last quarters of the year are the best. The G.S.N. Coy's men are the backbone of the Branch; the other members work at the wharves; from the latter class the defaulters come.

A certain number of men are engaged over night. Lists of are placed ^{at} the knulkshop over night giving particulars of work for certain gangs. Men call or send there in the evening. List is also placed in a local beerhouse. Mr. S's information applies only to the men engaged at East Lane Stairs.

- 15) Ages. There are some young fellows & some men over 50. Most are between 30 & 40. None under 20 & does not know any over 60. Majority are married
- 19) Nationality. Nine-tenths are English. The remainder are Irish, excepting two foreigners.
- 21) Unionists only at G.S. N. Coy. Hay's Wharf the only non-union wharf on south side of Thames. Non unionists stand a poor chance ^{at G.S.N.} ~~there~~. They are boycotted.
- 23) Busy time from September to January; slack during the summer months.

General Steam Navigation Coy. The Company has four places of call; Tower Stairs, East Lane Stairs, Union Stairs, Wapping, and Irongate Wharf. All the vessels load & unload into barges in mid-stream. A labour master is employed by the company. He takes his boat at 9 am & visits the ships to find the amount of labour needed. He then calls at Tower Stairs where some men will be engaged. He then proceeds down stream visiting the ships & engaging men at the other places of call. The largest number of men are usually engaged at East Lane Stairs. During the slack season, the men get off days occasionally. The gangs which are not taken on by the labour masters

one day have the preference for employment on the vessel.

All are engaged by the hour - Rate of pay is 7^d per hour & 9^d per hour for overtime. Shipworkers sometimes have to work during the dinner hour, when they get 7/2^d for it. Have half hour for breakfast, one hour for dinner; & when working overtime, supper at 8 pm & 'collation' at 1 am. Paid for all meal times.

Method of Payment The ganger gets a slip given him, which in the case of the gangs engaged at East Lane Stairs, he takes to Mr Mitchell, milkman, George Row. He places the money due to each man on a piece of board, usually 10 pills as gang is of 10 men. The ganger takes this board to the entrance of the shop where the men are standing & each takes his pill off the board. The Company pay the milkman a commission for this. Plan was adopted because the officials used to cheat the men.

Average earnings are about 30/-; during the busy season £2.10- per week & when slack about £1.

Mr S. complains that the Company boycotts some of the men. They struck on Monday, Nov 12. 1889 & the Company conceded their terms on the same day. Mr S. took part in this strike & then they would not employ

him again. He got a temporary job with one of the gangs & then the labourmaster was told not to employ him. Mr H. Chaney was also discharged because he gave evidence in the case of a man who was killed while at work. The widow got £250 damages. He was told he need not expect any more work.

Mr S. attributes the success of this branch mainly to the efforts of the Rev. Carlile. His portrait, full length, is on the banner. He lent his room for the Branch meetings. They have moved to the Temperance Hall, Station Road, as "they did not wish to impose on Mr Carlile".

Says we ought to see Mr Callan, Foreman at Butler's Wharf. About 500 men are employed there - all unionists. The employer ^(A Lafont) takes a union ticket & pays his subscription. Callan takes interest in labour questions & could give good information.

District No 2.

M. Costello (District Secretary), }
Mr. Driscoll (Dockers' Representative } Nov. 23/1891
on the Federation.)

District no 2 includes London Docks, St. Katharine's Dock (except the Sea department), & the Wharves on north side from the Tower down to Limehouse, Aberdeen Wharf, about 30 in number.

There are 2800 members on the Books of the Union in this district. Of whom 2000 are financial (But a more exact estimate can be got from each Branch).

There are 7 Branches

No 1. (Wapping). T. Payne (Shipworker, secretary), meets at Union Hall. = Riverside Shipworkers' Branch.

No 2 -- -- Mike Kelly. Union Hall. Wharfworkers

3 -- -- G. Taylor. " " " " " " " " " " " "

4 -- -- Andrews " " " " " " " " " " " "

Paddy's Goose. G. Donovan. { Paddy's Goose 2 Dockworkers
{ High Street. Shadwell

St. Mary's Branch. C. Patrick { 42 St Anne's Road } Dockworkers
{ Burdett Road }

London & St. Katharine's Dock Branch, Harrington, St. Jude's Schools. Commercial Street

Of these Branches 1, 2, 3 are the best, (perhaps 2 is best of all), 4 is fairly good, & 5, 6, & 7 are regaining strength.

No. 7 is a Branch organised to take the place of the three Trafalgar Branches which fell through chiefly because of a defaulting Secretary. It meets at St. Jude's Schools on Thursday nights.

Every part of the District is growing stronger. The printed Return of the strength in June however was very incomplete & unsatisfactory, & must not be used for purposes of comparison.

The chief cause of the rise in numbers is the Federation. The Death Benefit ~~is~~ will not come in until the beginning of next year.

Men from Sharp's Wharf & Shipworkers from St. Bride's Wharf who were the "free laborers" who came in at the time of Hay's Wharf strike are now wanting to join the Union, & probably will be admitted. Dr. coll admits that he used to be one of the most exclusive, but now thinks it best for the Union to admit men rather than have them outside. There is however some feeling against admitting them.

men who have been "blacklegs".

Character of work. Wharves.

<u>Tea Wharves</u> (Principal)	}	[Buchanan's] Ohver's Wharf
		Colonial Wharf
		The Colonial Wharves High St. Wapping London & Continental Tea Wharves

<u>Scotch Trade</u> (mixed Cargoes, meal, potatoes, stout tc & much transshipment) trade, iron.	}	Carron Wharf
		Hermitage "
		Dun dee
		Aberdeen
		Iron Gate & St. Katharines

<u>Short Coasters</u> (to Ireland, outports, & France.	}	Gun Wharf †
		South Seaboard Wharf
		British & Foreign
		Miller's Wharf Granite Wharf.

<u>Persian Gulf Trade</u> , (Dates, sugar, grain &c)	}	St. Bride's Wharf †
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<u>Colonial Trade</u> (Coffee, Cocoa, gum, ginger, spices, hides &c) The goods chiefly come from the Docks in lighters to the Wharves	}	St. John's (4 Wharves)
		New Crane
		Metropolitan,
		St. Bride's †
		Gun Wharf †
		Seaboard Wharf (P.T.O.)

Colonial Trade (continued.)

} Sharp's Wharf
} Eagle Wharf

There are three slack seasons. ~~At~~

(1). At Scotch & other Shipping Wharves, slack season is middle & latter part of summer. Jul 1 - end of August, when meal cargoes &c greatly fall off. The companies recomp themselves by passenger traffic; but passengers require no unloading!

(2). Colonial Wharves, slack in winter. November till end of year or 2nd week in January; i.e. as soon as the Christmas season is supplied with fruit, &c &c.

(3) Tea. busy time so from September to May. Slack time is June to September, when the men follow up the wool work, or go to railway depots for work. (Atkins (District no 3) says he knows of men from the tea come from London & St Katharine's as far as India group or even Tilbury to look for work)

London & St. Katharine's Docks
Chief Cayes.

Work very irregular indeed. November up to a fortnight before Christmas is probably the busiest.

No. of men following up the work.

At Wharves & Midstream	{	5000 follow up work.
		4000 employed at busiest time
		2500-3000 men slackest time
At Docks	{	4000 follow up work *
		2000 employed at busiest time
		1500 on average
		? slackest.

* After the strike there were 3300 members of Union working at these Docks. In addition there were a good number who lived at a distance from their work and hence belonged to other Branches [But this estimate does not come to much, for notorious a great number got tickets who were not real dock workers at all.]

H.H.S.

Wharfworkers usually follow up one wharf or one ship, and do not go to another wharf unless there is a certainty of a job.

There are no hours of call at a wharf. At the end of a job the men are told when to come next, ~~and~~ (though they may then have to wait six hours, as ships cannot be perfectly timed). This system no doubt tends to keep wharf work in the hands of the ~~few~~ same men. All the wharves employ leading hands to take on gangs.

Work at the wharves is far more regular than at the docks, because as only certain lines come to particular wharves, their arrival can be approximately timed & the work arranged for beforehand, whereas the Companies never know what boats may be coming in until very near the time of arrival - sometimes the same day. Doubtless however they might arrange to know ~~the night~~ and to give it out the night before if they took the trouble. Atkins thinks that directly a ship comes

within the Nore and is boarded by the Customs Officials, its name should be telegraphed to the Docks as inward bound. He is of opinion however that the Dock officials do not want regularity. (cf Mr. Hubbard's statement "I have to convert the whole staff")

Contract is suspected to be creeping in again in a disguised form at the London & S^t Katharine's, (but no details given)

As an example of favouritism on the part of foremen in taking men on ^{at London & S^t Katharine's}, a man named Donovan is said to have taken on 5 of Donovans one day, until the men threatened him with violence if he took on any more relations!!!

Pay] I At Wharves. 6^d hour, 8^d overtime, + payment for meal times. Masters give "ups" to the best men etc. Virtually a "plus" system though entirely at the discretion of the wharfingers. Not claimed by the Union.

Crane men & gangway men on ships at Colonial Wharves get an extra 1/- a day.

Shipworkers get 7d and 9d.

II. Docks.

Ages of men. (This is merely a guess)

Over 60 .	5%
50 - 60	25%
20 - 50 .	60%
Under 20	10%

(Atkins knows of three men in no 3 Branch of India group over 80 years old)

Some of the permanent men still belong to the Union, but it would not do fait to get out, as they would lose their places. Costello & Co seemed quite convinced of this, & that a Union man would not be made permanent.

I think that there has been more influx to the Docks in last two years than before; a good many come with recommendations.

Shipworkers load and unload on board small vessels, coasters &c. They belong to the Dockers Union, not the Stevedores. The distinction between their work and the stevedores lies in size of vessels. Large ships with prospect of rough voyages need more careful stowing.

In reality there is only one Stevedore in a gang, - a mechanic; the rest are Stevedores' labourers, but the Members of the Stevedores' Union call themselves Stevedores. Shipworkers' work has never been called stevedores' work. Steamship-workers have a separate Union as well as a Branch of the South Side League. There was a branch of Stevedores in existence before the Old Labour Protection League.

(There is still a Turnway-Society among the Watermen)

Mr. Driscoll. St. John's Wharf.

(not a Branch Secretary, but representative of Dockers on Federation Council, & one of witnesses before Commission)

Before the great strike the wharf labourers got 4/10 to 5/- on average per day of unlimited hours.

Now hours are 8-6 with hour for dinner paid for. Pay is 6^d, 6½ & 7d an hour. The pay is by the day or week though calculated by the hour. 30/-, 32/6, 33/-, 34/6 & 36/- a week.

Work is pretty regular, so that for 9 months of the year a man earns the rates mentioned.

Goods mainly, Sugar, coffee, cocoa, Spices, Plumbago.

Nº of men employed average 70 throughout the year, varying from 40 up to 130.

The men are taken on from list and book.

The majority of the men are London born Irish. They live mostly in the neighbourhood of the Branch.

Strikes since great strike: - ^{Good Branch meetings. Attendance 20 up to 200} ^(single election)

Nov. 1889 series of strikes for meal hours - All successful

Jan 1890. Sharps } meal time lost

Hedges } ~~Block of~~ ^{do with boy labour} lost

Dispute at St. Bride's } Block of Hay's Wharf Tea Lost.

Oct. 1891 Carron and Hermitage.

In 1884, T. M. Kelly formed a "Riverside Labourers' Union," with 3 or more Branches. Centre Pelican Southwark Street Kelly was General Secretary. It lasted 6 or 7 months. Kelly nearly always drunk or behindhand with the Rent. The Union then dropped through.

Paterson Lind now organises for the Shipping Federation is General Secretary of the Riggers' Trade Union.

