

BANKING DETAIL - PHILATELIC FEDERATION OF SOUTH AFRICA (PFSA)

Account name: Philatelic Federation of South Africa

Standard Bank – Kempton Park

Swift Code: SB ZAZAJJ

Account Number: 023304669

Universal Code 051001

Reference: Your name so that we can identify the payment.

(Please send me a copy of proof of payment)

Payment may also be made via PayPal to

pfsastamps@gmail.com

(Please send me a copy of proof of payment)

Postal address:

Philatelic Federation of SA

PO Box 53100

Wierdapark

Centurion

0149

VAT Reg No : 4150117804

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You will find SA dealers under the dealers tab on the website.

Please let me know if there is anything else that I can assist you with.

Regards,

More Herman,

Ek het nog nie enige terugvoer t.o.v jul ledelys en betaling ontvang nie.

Betaling kan gemaak word aan:

Philatelic Federation of South Africa
Standard Bank – Kempton Park
Tak: 012-442
Rek. No.: 023-304-669
Verwysing: Vereniging naam

Stuur asb bewys van betaling aan my.

Groete,

SEVERALLY JOINTLY

Dear Rob,

Hope you are well.

I have not received any feedback regarding your Society membership/payment.

Payments should be made to: -

Philatelic Federation of South Africa
Standard Bank – Kempton Park
Branch Code: 012-442
Acc. No.: 023-304-669
Reference: Society name so that we can identify the payment.
All payments must be net of any bank charges and/or commissions.

Please send me a copy of proof of payment.

Regards,

necessitates

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TO CORRESPONDENTS.

25 In order to avoid trouble and confusion we find it necessary to inform correspondents that letters of inquiry addressed to the public and intended for insertion in this column, must in all cases be accompanied by a large envelope, legibly directed by the writer to himself, and stamped, in order that answers received by us may be forwarded to their destination. No notice can be taken of communications which do not comply with these instructions.
26 All letters intended for insertion in THE ENGINEER or containing questions should be accompanied by the name and address of the writer, not necessarily for publication, but as a proof of good faith. No notice whatever can be taken of anonymous communications.
27 We cannot undertake to return drawings or manuscripts; we must therefore request correspondents to keep copies.

DEATH.

On the 18th January, at Uplands, St. Peter's-road, Bournemouth, WILLIAM CREW, of Xarrow and Co., Limited, Glasgow, and of The Haven, Bessenden, Dunbartonshire.

THE ENGINEER.

JANUARY 23, 1914.

Trade Unions in South Africa.

SOUTH AFRICA may be regarded as the newest of industrial countries, for its industrial regeneration dates back not more than ten years or so. In as far as labour laws, which are not of purely local interest, are concerned it has had the experience of all the older industrial nations to guide it in formulating its own, and whatever it does—assuming, of course, that its Government is inspired by ordinary intelligence and has taken pains to study its subject—must be regarded as the last word on labour legislation. Moreover, it enforces our attention by the masterful way in which it has dealt with a crisis fraught with vast possibilities. Had it hesitated at all, had it shown any wavering or uncertainty, had it attempted to temporise as, we say it with regret, the old country would have done, the effects of the recent syndicalist outbreak would have been to undermine its industrial position, to overthrow the developments of the last decade, and to dash the hopes of those who see a great future for a country which possesses inherent possibilities of enormous magnitude. The Government did not halt for a moment between two opinions. It saw what had to be done and did it with a vigour and relentlessness which in a few days crushed and destroyed a dangerous movement. Its firmness inspires our regard and obliges us to look with respect on its handling of labour problems. For this reason, if for no other, we should be compelled to give our close attention to the measures designed for the regulation of industrial questions which have been drawn up by the South African Government and must shortly be brought before the legislature.

At present only outlines of these Bills are available in this country, but even in the outlines there is more than enough to show that the need of firm dealing is manifest to the Government, and that, recognising the weakness that other countries have displayed, it is determined to avoid the pitfalls into which they have sunk. The Bills are five in number, but they are correlated and cannot be considered separately. The first is entitled the Industrial Trade Disputes Prevention Bill, the second the Trades Union Bill, the third the Factories Bill, the fourth the Workmen's Wages Protection Bill, and the last the Public Meetings and Disturbances Bill. The first of these measures is clearly based on European and Canadian legislation. It recognises the incontrovertible fact that the strike cannot be suppressed by law, and that, used properly, it is a perfectly legitimate weapon of which the workpeople cannot be robbed. Lock-outs must be looked upon in the same light; if workmen have the right to withhold their services then the employer has a right to refuse to employ them when and how he will. But there are strikes legal and strikes illegal, and to whichever class they may belong the strike is a deplorable thing to which resort should not be made till every alternative has been tried. Measure number one, therefore, prescribes a procedure that must be followed before a strike or lockout comes within the law. It provides, just as the law in this country has done, for voluntary conciliation boards composed of equal numbers of representatives of employers and employed with an independent "conciliator," who may become an "arbitrator" and whose decision will then have the force of a rule of court. If the men should precipitate a

that they are generally evaded, we commend conciliation scheme. It will fail, as it has failed dozens of times, but in hundreds of cases it will succeed. Unfortunately, a wrong impression of value of conciliation gets abroad, because the measure it does is rarely made known, whilst the measure it escapes it is patent to all. On the question of compulsory arbitration, which appears to be covered by the Bill, we must reserve our opinion till we know exactly what is proposed. Compulsory arbitration, in general, be regarded as a good thing, but under certain limited conditions it has, in the prospect of success. The second measure provides for the registration of trades unions, created with the first in an important respect in the pursuit of a trade dispute, a union of law outlined above and precipitates a strike first seeking the help of the conciliation board makes itself liable to the forfeiture of its registration. Here we are offered a very powerful weapon for dealing with turbulent trades unions under control; there will be undoubtedly much opposition to the clause—or shall we say, for—it is obvious that a potent means could be found for the prevention of illegal strikes. To rob the union of its legal status is to rob it of all its power, and if the measure passed we fancy it will be found that this clause will prove very effective. That there are objections to it other than from the trades unionist point of view must be admitted. Registration was adopted originally to prevent the existence of secret unions, which were a menace to the community. It would be bad thing if the legal dissolution of a union led to its continuance as a secret and disaffected body. South Africa will have to see to it that her legislation means the putting them in force are powerful enough to prevent such a mishap. We must also note, that this Bill shows a full recognition of the ills of picketing which one of the measures on our own statute book has long made. Stringent penalties are incurred by the person who intimidates or annoys another with the view of making him join a union or attempts to use influence over him, or accompanied by two or more persons follows other persons or their dependants behaving to him or them in a disorderly manner. We do not know yet how far "peaceful picketing" is to be permitted, but it appears to be clear that a workman may not be interfered with at his home, and, judging from recent events, we have no doubt that such peaceful picketing as we have in this country will under no circumstances be tolerated. The fourth measure gives the men facilities for recovery of wages due to them, and as far as we see does much what the common law of this country would do under similar circumstances. This measure seems at first to interfere with free speech. It is true that whenever "the Minister has reasonable cause to believe that the public peace would be seriously prejudiced" he may prohibit a public meeting or a meeting if he deems it desirable. Great as is the virtue of free speech, the ills that attend it are greater, and, properly administered, a law restricting its misuse should, on the whole, do more good than harm.

We have outlined the five measures for the regulation of industrial questions that the legislature of South Africa is soon to be asked to consider, as we have said, not till the full text of the measures are in our hands will it be possible to make comments on them. They appear, however, from such abstracts as the daily Press has published to show that South Africa is profiting by the experience of other countries, and that the Government has determined that her industrial progress shall not be jeopardised by attempts to realise the vain hopes of reformers who batten on turmoil and revolutions.

Progressive Trials of Ships.

It would seem to be almost unnecessary to mention the universally acknowledged value of measurement data to call attention again to the necessity of making use of them, but the fact that a general accepted opinion does not always lead to corresponding general practice is true in this, as in many other things, where the advantage gained does not pay for an immediate financial return. In the early days of steamship building it was natural that both shipbuilders and owners should be satisfied when a vessel was built to the maximum speed contracted for with a reasonable consumption of fuel, but it was soon seen