

ference of the League of Nations in 1926, the International Labour Office submitted a statement based on consular reports from the chief maritime countries, and it was concluded that, as in Sweden, about half the accidents sustained by the seamen when not on board ship were due to alcohol.

During the great war I had the opportunity of obtaining indirect information about the influence of alcohol on the frequency of minor accidents at a huge fuse factory containing nearly 10,000 workers.* In 1915 these munition workers were on a 12-hour day, and they did not get away from the factory till 8.30 p.m., so they had not much opportunity, and probably not much inclination, for drinking after work was finished. On Saturdays they stopped work at 5.45 p.m. and on Sundays at 5 p.m., and as they were paid their wages on Friday afternoon there was a considerable temptation to indulge themselves at week-ends. Certainly the accidents showed a marked weekly cycle both in the men and the women. The cuts treated at the ambulance room (which formed 70 per cent. of the minor accidents incurred) were at a maximum on Monday, and as can be seen in Fig. 24, they sank gradually during the course of the week to a minimum value on Friday, which was 27 to 32 per cent. lower than the maximum. Then on Saturday they shot up again nearly to their Monday maximum. During 1916-17, when the workers went on to a 10-hour day, and finished their labours at 6 p.m., the cuts remained fairly steady throughout the week, so presumably the alcohol, which was largely reduced

* H. M. Vernon, Memo. No. 21 of "Health of Munition Workers Committee," 1918.