

## Labour And Housing At Port Sunlight Classic Reprint

In this title, first published in 1987, the author discusses the economic and industrial circumstances in Britain under which profit-sharing and co-partnership came into being. He explores the merits and drawbacks of the system as both advocates and opponents saw them, the motivations of employers in introducing profit-sharing schemes, and the implementing of such notable schemes as that of Lever Brothers, a multinational corporation based in Britain. The author also assesses the role of profit-sharing and co-partnership in the development of modern management practices and industrial relations.

Port cities have distinctive global dynamics, with long histories of casual labour, large migrant communities, and international trade networks. This in-depth comparative study examines contradictory global legacies across themes of urban identity, waterfront work and radicalism in key post-industrial port cities worldwide.

Ports and cities are historically strongly linked, but the link between port and city growth has become weaker. This book examines how ports can regain their role as drivers of urban economic growth and how negative port impacts can be mitigated.

Development and demographics in the port cities of Nantes, Cork, Glasgow, Hamburg, Bremen, Genoa, Malmo, Portsmouth, Trieste and Liverpool are described in this group of 11 essays by an international group of contributors. An initial chapter by Lee

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(formerly geography, U. of Liverpool) and Lawton (economic and social history, U. of Liverpool) provides an overview of the topic. The studies, which consider the impact of migration and other changes in population on the economy, are mainly for the period of the 19th through the early 20th centuries. Distributed in the US by ISBS. Annotation copyrighted by Book News, Inc., Portland, OR

The major themes explored in this book, originally published in 1986, are the political resonances of social stratification and change; the growing distance between the working class and the providers of social services; and the role of locality in social reproduction. The relationship between society and space is the subject of a major debate in developed countries. The key questions are about just how far spatial patterns and local conditions affect social relations and stratification and how far they shape collective action, electoral responses and class.

Labor conditions in the following countries in Africa: Algeria, Angola, Basutoland (Lesotho), Bechuanaland (Botswana), Burundi, Cameroon, Central African Republic, Chad, Congo (Brazzaville), Congo (Kinshasa), Dahomey, Ethiopia, Equatorial Guinea, French Somaliland, Gabon, Gambia, Ghana, Guinea, Ivory Coast, Kenya, Liberia, Libya, Malagasy Republic, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Niger, Nigeria, Portuguese Guinea, Reunion, Rwanda, Senegal, Seychelles, Sierra Leone, Somali Republic, South Africa, South West Africa, Southern Rhodesia, Spanish Sahara, Sudan, Swaziland, Tanzania, Togo, Tunisia, Uganda, United Arab Republic

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(Egypt), Upper Volta, and Zambia.

From votes to strikes to street violence, politics is intrinsically geographical. Many of the books in this set, originally published between 1964 and 1990, illustrate that the social contexts provided by localities are crucial in defining distinctive political identities and subsequent political activities.

'Urban Design: Health and the Therapeutic Environment' demonstrates how urban design and planning impact on public health and sustainable development. Moughtin et al. explore the concept of what makes a physically and psychologically 'healthy' environment in the context of the paramount need for new homes where living standards are not compromised, in increasingly crowded cities. • Sets out the history and development of the healthy city, from the English spa town to standards of care in Cuba to provide a context for modern urban health development. • Covers a wide range of environmental, ecological, health and epidemiological issues. • Case studies and examples show how health policy and procedure is practically applied to sustainable urban development. 'Urban Design: Health and the Therapeutic Environment' outlines best practice for healthy, sustainable urban design and provides a reference tool for architects, urban designers, landscape architects, health professionals and planners. Emeritus Professor Cliff Moughtin was Professor of Planning in The Queen's University Belfast and The University of Nottingham. He is author of a number of books including the series of five Urban Design titles for

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Architectural Press. Kate McMahon Moughtin is a psychotherapist. She is author of *Focused Therapy for Organisations and Individuals*. She is interested in how literature and environmental influences contribute to wellbeing. Paola Signoretta is a human geographer. She is a senior research associate in the Centre for Research in Social Policy, Loughborough University. She is interested in the geographies of health, deprivation and social and financial exclusion.

The relationship between ports and governments has changed profoundly over the past quarter of a century. Many governments have sought to extract themselves from the business of port operations and, in many cases, the provision of port services has devolved to local governments, communities or private management and administration. As such devolution implies a change in governance model, this trend raises questions about consequent performance. This issue examines the changed port management environment, focusing particularly on government policies such as devolution, regulatory reform and newly imposed governance models, all of which have exerted a significant influence over the nature of that changed environment. The issue is structured so as to first explore the devolution and port reform approaches for 14 countries or regions, before examining how ports are governed and what the choice of governance might mean for their performance. Part I introduces the issue, and provides a framework for defining the basic concepts involved in devolution; it paints a picture of the current port environment, its likely future evolution and the expected impact this will

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have on the functioning of ports. Part II examines the port industry in 14 countries or administrations, and presents the thinking behind any devolution programs that have been implemented. Part III focuses on port governance and devolution generally, and examines governance from both strategic management and economics perspectives, including topics such as governance models, supranational governance and stakeholder conflict. Part IV examines the measurement of port performance and closes by providing conclusions and a future research agenda. This issue will be of interest to port managers, government officials and academics alike. \*Examines the relationship between ports and governments with a focus on devolution \*Divided into sections that provide an overview, evaluate the port industry, discuss port governance, and suggest new measures of port performance \*14 countries or regions are addressed

Written by leading experts in the field, this book offers an introduction to recent developments in port and hinterland strategies, operations and related specializations. The book begins with a broad overview of port definitions, concepts and the role of ports in global supply chains, and an examination of strategic topics such as port management, governance, performance, hinterlands and the port-city relationship. The second part of the book examines operational aspects of maritime, port and land networks. A range of topics are explored, such as liner networks, finance and business models, port-industrial clusters, container terminals, intermodality/synchromodality, handling and warehousing. The final section of the book provides insights into key

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issues of port development and management, from security, sustainability, innovation strategies, transition management and labour issues. Drawing on a variety of global case studies, theoretical insights are supplemented with real world and best practice examples, this book will be of interest to advanced undergraduates, postgraduates, scholars and professionals interested in maritime studies, transport studies, economics and geography.

A consideration of the British social reform movement at the beginning of the 20th century, through the lens of the Garden City Movement. This was a plan to build new communities on open land to provide a healthy, aesthetically pleasing environment free from overcrowding and pollution.

Published in 2002, *Housing Policy and Economic Power* is a valuable contribution to the field of Human Geography.

In an unprecedented phenomenon that swept across Britain at the turn of the nineteenth century, writers, advertisers, and architects began to create and sell images of an authentic cultural realm paradoxically considered outside the marketplace. Such images were located in nostalgic pictures of an idyllic, pre-industrial past, in supposedly original objects not derived from previous traditions, and in the ideal of a purified aesthetic that might be separated from the mass market. Presenting a lively, unique study of what she terms the "commodified

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authentic," Elizabeth Outka explores this crucial but overlooked development in the history of modernity with a piercing look at consumer culture and the marketing of authenticity in late nineteenth- and early twentieth-century Britain. The book brings together a wide range of cultural sources, from the model towns of Bournville, Port Sunlight, and Letchworth; to the architecture of Edwin Lutyens and Selfridges department store; to work by authors such as Bernard Shaw, E. M. Forster, Henry James, D. H. Lawrence, James Joyce, and Virginia Woolf. Excerpt from Labour and Housing at Port Sunlight The writing of a comparatively lengthy treatise upon so complicated a theme as Port Sunlight would have been impossible without the co-operation of all those who fill special positions in the Village, for they alone are in possession of detailed information. I am glad to bear witness to the generous and whole-hearted manner in which all the officials of the Works and the members of the committees of the institutions placed their knowledge at my disposal. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at [www.forgottenbooks.com](http://www.forgottenbooks.com) This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or

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Cars, Conduits and Kampongs offers a wide panorama of the modernization of Indonesian cities between 1920 and 1960. In examining the multiple responses to innovations introduced by Western colonialism, the contributors demonstrate how modernization, urbanization, and decolonization were intrinsically linked. A full text Open Access version will also become available.

By the 1930s the Liverpool School of Architecture was the most famous British school of architecture in the world, promoting modern architecture and city planning internationally. This book looks at the cultural environment in Liverpool at the turn of the twentieth century which enabled such an important institution to come to fruition. It examines attitudes towards design practice through the work of patrons, practitioners, institutions and theorists in the city, and considers the way their ideas were formed by

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national and international trends. From a city microcosm of contesting design aesthetics emerged a unique synthesis that was to exert a profound international influence in architectural and planning design.

Investigates the effects of mass bombing on both Britain and Nazi Germany, showing how these two very different societies sought to withstand the onslaught and keep up morale.

How shipping is central to the very fabric of global capitalism In our networked world, the realities governing the international movement of freight are easily forgotten. But maritime transport remains the bedrock of trade. Convoys perpetually crisscross the oceans, carrying gas, oil, ore – indeed, every type of consumable and commodity. These movements, though practically invisible, mean that control of the seas is vital in an age when no nation can survive on domestic products alone. Professor and author Laleh Khalili travelled the Mediterranean, the Red Sea, and the Indian Ocean aboard gigantic container ships to investigate the secretive and sometimes dangerous world of maritime trade. What she discovered was strangely disturbing: brutally exploited seafarers enduring loneliness and risking injury to keep the cogs of trade turning. In the Arabian peninsula's ports, forbidden places encircled by barbed wire and moats of highways, the dockers struggle for benefits and political rights, as they have for generations. Environmental catastrophes threaten with increasing intensity and frequency. Around the oil-trading nations of the Middle East, a history of British

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colonialism, modern US imperialism, and local autocracies combine to worsen the conditions of modern seafarers, and piracy persists near the Horn of Africa. From her research riding the sea lanes and visiting the major Middle Eastern ports, Khalili has produced a book that exposes the frayed and tense sinews of modern capital, a physical network without which none of our more abstracted webs and systems could operate.

The first major study of the relationship between labour and capital in India's economic development in the early twentieth-century. The author considers the spread of capitalism and the growth of the cotton textile industry.

Includes statistics generally up to the previous year.

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