

# The White Ribbon

FOR GOD AND HOME AND HUMANITY

VOL. 21.—No. 243.

WELLINGTON, N.Z., SEPTEMBER 18, 1915.

2s 6d Per Annum, Post Free.  
Single Copy, 3d.

## STRONG DRINK — GERMANY'S BEST ALLY.

On May 1st, 1915, the House of Commons ordered to be printed the official report of "Bad Time kept in Shipbuilding, Munitions, and Transport Areas."

It was a voluminous document, covering 30 pages of foolscap size. We give some of the facts from that report, and black facts they are. We ask our readers to make them as widely known as possible, getting them into local papers if they can do so.

In the case of 135 fitters employed on submarine engine work, each man on an average did three-quarters of an ordinary day's work. Small wonder that Germany is credited with building submarines faster than we do.

Reports show that the lost time at one shipyard by riveters equalled 35 per cent. of the normal; platers, 25 per cent.; and drillers, 22 per cent. The manager of works on N.E. Coast, where large quantities of shell are manufactured, states that if the two public-houses just outside the works could be closed his output would be largely increased."

In one yard, out of 211 riveters employed, only 14 lost no time in one week. Sixteen were absent the whole week; 11 were absent 40 hours or over; 14 lost 30 hours or over; 4 lost 20 hours or over; 50 lost 10 hours or over, and so on. The Captain-Superintendent of the Clyde reports:—"In a shipyard last week, where a warship is under repair, work on the inner bottom of the ship was so badly car-

ried-out as to suggest at once on inspection that it could not have been done by men who were sober. It was dangerous, and had to be condemned."

The Shipbuilding Employers' Federation sent a deputation, which stated that, speaking with the experience of from 25 to 40 years, they believed that 80 per cent. of the present avoidable loss of time could be ascribed to no other cause than drink. The figures of weekly takings in public-houses near the yard were convincing evidence of the increased sale of liquor. The deputation submitted figures for the month of March, which showed that of each 1000 iron-workers employed, only 24 per cent. worked over the normal hours, while 640 out of every 1000 worked less than normal hours.

To prevent early morning drinking, public-houses by the Clyde were kept closed till 10 a.m. What did the patriotic publican do? Why, he put up numbers of bottles varying in price from 6d to 2s, so that the men could carry them away before closing time, for use next morning. The Director of Transports told how "Yesterday the crew of a transport deserted. The same thing happened the day before. The firemen go on board the transports drunk, making it impossible to get up a full head of steam, so greatly reducing the speed and endangering the lives of thousands of troops by making the vessels a target for submarines."

"We sent 250 dock labourers to Havre (France) under capable civilian supervision. They all got drunk, and out of hand in the first fortnight.

"In one case troops were badly needed at the front; 1000 were placed on board a transport at Southampton, and in two or three hours should have been in France. But the firemen were drinking, and a delay of 24 hours took place, and the troops had to be transferred to another ship."

The Director adds: "To-day I find a transport required for urgent military service, to prepare for which should occupy seven days, will take 22 days to complete."

The officer in charge of the British Channel reports: "Twenty-six ships delayed through desertions, resulting in total delay of 34 days 6 hours, almost entirely due to drink."

Another South Coast transport officer cites typical cases: (1) Seamen under influence of drink; captain and pilot clear ropes away, and take ship on themselves. (2) Men on shore all returned drunk; ship unable to put out to sea."

With facts like these before it, with the example and request of His Majesty, Lord Kitchener, English Judges, and Archbishops before it, still the Government refuses to deal drastically with this traffic. Why? Because it is afraid of the brewers and distillers. These most unpatriotic of men care nothing for the welfare of their country. All they think or care for are their dividends.

In the "Australian Brewers' Journal," April 20th, 1915, page 353, an official writer, referring to the armament and munition worker at Home, says: "If I were in his place, I should drink until the cows come home, and damn everything."