

When you get back

We have tried to make the information given here as complete and accurate as possible, but it should be remembered that changing conditions may invalidate some of it. These articles can be regarded, therefore, only as a general guide. They do not bind *Korero* or any authority.

COACH AND MOTOR-BODY BUILDING

AT PRESENT this is a diminishing trade because of the change-over to the manufacture of munitions. But after the war the coach trade will be busy. It is doubtful, however, whether it will give much scope for the skilled craftsman, who previously served a five years' apprenticeship. The modern trend is towards mass production in assembly shops and factories, where the workmen need little training. It is impossible to forecast what material will be used for the bodies of cars after the war—whether wood, rubber, steel, or fabric—but, whatever the material, the method of manufacture is almost certain to be that of mass production. This means unskilled or semi-skilled work in a noisy atmosphere. There will, of course, be tram building, railway carriage building, and bus and truck building very much to the same extent as in the past, and there will also be plenty of repair work. The industry includes painting and upholstering as well as actual body-building.

A further possible employment in the future for such workmen may be the building or assembling of aircraft; this, of course, will depend on future developments of air travel in New Zealand and on Government and aircraft-makers' policy.

About £6 a week might be considered the usual wage.



Furniture-making

Rehabilitation of ex-servicemen from overseas has already begun in this trade. In Wellington, for example, several returned men have been given entry into the trade and are making good. For them the normal five-year period of apprenticeship has been reduced to three years and their wages are subsidized by the Government.

Some sections of the trade, such as wicker-work, and upholstery, are suitable for disabled men, while picture-frame making and wire-mattress making (normally three years' apprenticeship) are also suitable. The actual weaving of wire mattresses is often done by unskilled female labour. Those entering the furniture trade need to be free from any chest weakness, because there is dust in every section of the trade (including upholstery), and new devices such as the spray gun used in polishing are injurious to those who have any chest complaints.

At present rates a good workman earns about £6 16s. 3d. a week. As a factory foreman he may receive up to £10 a week. About the only other avenue of advancement is for a man to open his own business.

Future Openings.—The trade is good, but it is not one that can take unlimited numbers. There will be a great increase in furniture-making after the enforced inactivity of war years, but this will be offset to some extent by the return of the 50 per cent. of the men in the trade who are now overseas.