

When you get back

TRANSPORT OPERATORS

ALL TRANSPORT is licensed, and the extent to which transport can absorb returned servicemen is limited. This applies to taxis, town carriers, passenger services, and general goods carriers of all kinds.

Taxi licenses and passenger services for metropolitan areas are issued by the Metropolitan licensing authorities—namely, the Auckland Transport Board and the Wellington, Christchurch, and Dunedin City Councils. General carrying and taxi and passenger services outside metropolitan areas are licensed by transport licensing authorities (four authorities with their headquarters at Auckland, Wellington, Christchurch, and Dunedin respectively). No new license can be granted or any existing license transferred without reference to the appropriate licensing authority. Local Transport Committees assist to co-ordinate transport and to eliminate any unnecessary running or duplication of services. Licensing authorities will not grant licenses to ex-servicemen unless they are satisfied that they will have reasonable chances of earning livelihood.

Those ex-servicemen who held operators' licenses will be reinstated, and additional ex-servicemen will be absorbed as far as possible. A register is being compiled (and kept up to date) of all transport businesses available for acquisition by ex-servicemen, and also of those ex-servicemen who have the necessary experience to become operators. Those registers will be available to all transport licensing authorities and Rehabilitation Committees. Transfers of licenses will be scrutinized, the principle being that ex-servicemen should have first preference.

Rehabilitation loans for the purchase of vehicles are made by the State Advances Corporation. At present the Rehabilitation Board is making arrangements to co-ordinate the procedure so that if the licensing authority grants a

license or approves a transfer to an ex-serviceman, the necessary finance can quickly be made available, and, if necessary, a suitable vehicle released by the Ministry of Supply.

These must be made to the local Rehabilitation Officer, who will give information and consult all parties interested, including the District Transport Officer or the local Transport Committee, so that expert local advice will be available to the ex-serviceman.



RUBBER INDUSTRY

In recent years New Zealand has developed her own manufacture of rubber goods. There are four rubber-mills in the Dominion, and recently the manufacture of high-grade gum boots has been undertaken, and further expansion is contemplated. There appears to be good opportunity for employment in work that is not particularly heavy and in which there is some variety. The type of position offering may be on the manufacturing, the packing, or the administrative side.

Outside the clerical and stores work, the new hand usually enters the moulding department, where no previous experience is necessary. From here he may be drafted to other work—e.g., machine maintenance, engineering workshop, control of precision machinery, &c.

Initially, pay ranges from £5 to £6 a week, while the man in charge of machinery receives about £8 a week.