

particular direction (my portion has been eight offices, with temporary routine work in six of them, during five of my most receptive years — think of it!) it will for its own sake, if from no higher motive, give its Second Division men not merely an inadequate excuse for drawing a small salary, but an honourable career."

## THE BOARD OF APPEAL.

### Success in New Zealand.

No little curiosity has been aroused both among the faithful and incredulous as to the final result of a Board of Appeal from the ruling of Civil Service Commissioners. It will therefore interest observers of the evolutionary processes at work in public service administration to read a few cases of appeal from the Commission to the Board of Appeal in New Zealand. Not every appeal is successful, but the following two cases are typical:—

A Test Clerk in a large telephone exchange appealed against failure to promote him to the Sixth Class. He claimed that as an equivalent position in an equal exchange was graded with a maximum of £260, he was entitled to the same maximum. The appellant had frequently applied for a higher grade, but the Department stated that if the position was raised senior officers equally qualified would have to be considered. The position was regraded in 1914, and the appellant was given the promotion. He argued that there were no other officers with equal qualifications for that particular position, even in 1913, and that he should have been promoted irrespective of seniority. Allowed maximum of £250 from 1st April, 1913.

A number of Sub-Telegraph Engineers appealed against their classification in respect to salary and

maximum. They claimed that the responsibilities of the work and the high qualifications required merited better treatment. All the appellants were allowed a personal hearing, while much evidence was obtained from departmental officers in respect of the classification of Technical Clerks and Sub-Engineers. The salaries of four officers were increased by £20, of one by £15, and of one by £10; while the maximum for Sub-Engineers was fixed at £325.—*The Katipo.*

### Recommends Court of Appeal.

Proudly proclaiming that it now has five counties under Civil Service, the State Civil Service Commission of New Jersey, in its seventh annual report, presents an altogether creditable record for 1914. During the year 248 competitive examinations were held in which 5,670 candidates competed.

In conclusion, the Commission would call attention to the need of some form of legislation which shall provide for a summary court review in cases where the rulings of the Civil Service Commission, based upon the provisions of the law, are resisted. The methods which it has seemed possible to invoke under the present law in the settlement of such cases have been shown to involve so great delay that the consequent loss to the aggrieved party has not always been met by the benefits accruing through the decision if favorable to him. Legislation which shall accomplish a more speedy determination of matters of this nature is extremely desirable.—*The Chief.*

The jinriksha, or man-drawn vehicle, so universal in the Far East, is being rapidly superseded by a "cycle-riksha," which was first put on the market in Shanghai. It is a basket-chair-cycle combination, propelled by a coolie riding behind and completely shielded from the passenger.

When you doubt, abstain.—*Zoroaster.*