第六章 働き方の変革と労働組合の役割

組合の役割と労働者移行の流れ

自由貿易に反対し、従来のように云々し、工場内における労働者の組織化が必要である。これを行おうと、組合の役割が重要である。組合は労働者の利益を守るために、労働条件や労働時間の改善に努める。

組合の役割は、労働者の利益を守ることであり、労働条件の改善につながる。組合は労働者の利益を守るために、労働条件や労働時間の改善に努める。

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号 六 十 五 第 四 報 會 友 学

国々主導者がとしての東北の確立

国々主導者がとしての東北の確立の話の主導者は、経済や文化の発展を推進するもので、東北の経済や文化の発展を推進するためには、国々主導者がとしての東北の確立が不可欠である。

企業の利益を基にした社会政策の実現

企業の利益を基にした社会政策の実現は、国々主導者がとしての東北の確立を図るうえで不可欠である。企業の利益を基にした社会政策の実現は、経済や文化の発展を推進するものである。

したがって、国々主導者がとしての東北の確立を図るためには、企業の利益を基にした社会政策の実現が不可欠である。
偶感偶語

私の母校、東京大学に在籍していた頃、毎日のように冷静な思考を促すような題材に対する真剣な対応が求められた。しかし、実際の状況や体験から学んだことが私は深く記憶している。この冊子は、私が東京大学在籍時代の思い出をまとめたものである。

- **東京大学の雰囲気**: 東京大学の雰囲気は、学問の重さに満ちている。毎日の生活において、学びの重要性を常に感じることができる。
- **学習のスタイル**: 東京大学の学生は、学びに必要な時間とエネルギーを全てに注いでいる。このようなスタイルは、私にとって大変刺激的だった。
- **友人との交流**: 東京大学では、友人との交流が非常に重要である。友人との交流を通じて、新しい視点や経験を学び、自身の思考を深めることができる。

この冊子は、私の東京大学の思い出を振り返り、学びの重要性を再確認する機会を提供するものである。
故藤石桓君の墓誌

馬来牛島見聞記

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Government will not allow navigation to be interfered with in any way by bridges. Since ferry boats on the river are intolerable, and bridges over it are impossible, it became necessary to tunnel under the river, and of these tunnels I shall speak some other time. The great problems of a city crowded in a narrow strip of land two to three miles wide, are first that of transportation, and second that of how to make the most of the little land the city has.

The bridge I saw suggests the problem of transportation; and the great artificial cliffs which I began to see towering up to the heavens before me that morning suggest the problem of how to build up over higher and higher since it is impossible to build out.

Soon we came opposite the high building I had seen and the quartermaster told me that it was the office of the Metropolitan Life Insurance Co. and higher than the Singer Building which is 612 feet (notwithstanding the fact that an account in a Japanese newspaper put it at 609 feet). He pointed out the framework of the unfinished Municipal Building which is twice higher still; and which, at its present stage of construction, seems somewhat like a bridge standing on end, nothing being seen in the upper half but columns and girders of steel.

These cliffs begin to rear their heads at 23rd Street and the range of mountains of man's making runs all the way down to the Battery at the south end of the island a distance of about three miles. On we cautiously passed under the long bridges, and below these peaks, viewing them from various points of view, until we came to the end of the island with the great statue of "Liberty Enlightening the World" about two miles away in from its great height of 300 feet dwarfed in comparison with the office buildings.

Just here the eye, worned with looking up at the immense bridges and buildings, is refreshed by looking down on the green grass and the trees in Bowling green and Battery parks. These names suggest the uses to which these places were put in the old days. If some Rip Van Winkle of that age could now return what would he think? I felt indeed myself like one who had been nineteen years asleep since the time of my preceding visit to the city. At that time, as was then the case in perhaps every city in America or Europe, the highest structure was the steeple of a church, just as in Japan the dominating feature of a city landscape is generally the grand sweep of a massive temple roof. Now the graceful spire of Trinity Church which is near the center of the high building region is overtopped by many of the ugly square many windowed necessities of modern city life. I caught a glimpse of it between its neighbors and realized how great a change had taken place. In particular I was struck with two huge buildings standing on the water's edge and peculiarly lacking in beauty. These I found out later were the Hudson Terminal Buildings erected over the terminals of two of the Hudson tunnels. The company uses the underground structure for its own purposes and rents the twenty odd stories above.

Along the water edge stretch out huge fingers formed of piers built on piers to accommodate the enormous amount of shipping great and small that comes to the city. On the east side the piers number 60, reaching up 33rd St., a distance of about 6 miles from the end of the island, while on the Hudson River side there are 99 piers extending to 50th St. In addition to these there are many piers in Long Island and New Jersey, the total water front of Greater New York extending 500 miles. How wisely did the water loving Dutch people choose this site for their New Amsterdam and how fitting a name they gave to the water surrounded city!

Slowly the big awkward steamer made her way among other craft of the same kind in the coasting trade which crowd the lower part of the city and avoided the numerous huge ferry boats that cross back and forth like great weaving shuttles connecting the communities on the opposite shores. At last we came up to Pier No. 19 at 9 o'clock two hours late and I looked anxiously for my brother who was to meet us, and who had been waiting I feared (an unnecessary fear as usual) the boats weary while we had been enjoying the two extra hours given us by the timely head wind. "It is an ill wind that blows no one good," but with the good there is apt to be more of ill than of good. At last the quicker eyes of my wife discerned a tall thin active looking man whom I waved my hat and who gave a bow in return. Soon we were shaking hands and bridging over the ten years of separation. What changes are wrought in so long a period, and how much there is to hear and to see which can by no means be communicated by letter! "Fides desiderio", and other means of communication are poor indeed; though, ala, often the best that we have.

Quickly the baggage was disposed of, and our numerous small packages were put into the convenient taxi-cab which shot out at great speed over the rough cobble stones along the water front, which is, an usual in a sea-port, the roughest part of the city. By half past ten we were settled and ready to go to church, for it was Sunday morning.

It happens that there are in the city three ex-professors of our school, Mr. Steen, Mr. Hart and Mr. Belding. The first named is now assistant pastor of a church and I had written that we should be with him at 11 o'clock. The question - one ever present apparently in the New Yorkers mind - arose how to get the car as soon as possible.

As I have said the problem of rapid transit is an all important one in the long narrow unduly busy city and it is solved, so far as it is solved, in three ways. First, by means of surface electric cars with underground wires for the current instead of the overhead trolley; second, by the unsightly elevated railway which is nothing but a long bridge running up a street, at a height of some 12 feet. It has two or three tracks and the motive power is furnished through the so-called third rail on one side of the ordinary track. It was natural to try building higher when the surface car was found to be too low; but they made a great mistake, they ought to have built lower and made long tunnels under certain streets from end to end instead of making long bridges over them. It is too easy, however, to be wise after the event. Nowadays, the subway is the only means of really rapid transit, so far the city has only one line.

I was going to tell how I got to church when I was led off into this discussion. About the interesting subway I may speak later. This morning we went a few blocks on a surface car (there are so many kinds of car that a distinctive name has to be given) and then climbed up the awkward steps to the dingy old fashioned elevated, or L, as it is sometimes called.

Just at 11 we reached the church. After the service we found Mr. Steen little changed, and taking dinner with him we recalled old times and telephoned to Mr. Belding who lives some 15 miles away. Here I must end my continuance story, and I hope next to write from Warrensburg in the middle of January.
IN NEW NEW YORK.

BALTMore Dec. 26, 1851.

A raw foggy day in the holidays affords me the opportunity to write for which I have been seeking. I remember with wonder that my last regular letter was written from London about the middle of October, and that my diary of travel extended only to the time when I was in Harbin. Since then I have written a postal from Liverpool to announce my departure from there on Tenchiston, one from Boston on arriving there twelve days later, and a New Year’s card from New York, which place I left on the 23rd inst. Those who have been in New York will understand why I have not written.

In the short time I have at my command now I had better give some impressions of the great city which has absorbed me for the last five weeks instead of going back to Harbin and taking up the account in chronological order.

“All roads lead to Rome,” it was said in ancient days, and it is now that many ways lead to the city greater than Rome. It was a question with me by which of these many ways to approach this metropolis of the new world. “Take the six hour express from Boston,” was the advice that most of those I consulted gave, in other words “Get there as quickly as possible;” and this, I take it, is a typical answer. But one good friend, for whose valued friendship I have to thank the long rough voyage which threw us together, advised me to take the longer way of going by rail to Fall River, and thence by steamer down Long Island Sound to New York. The so-called “night boats” are a popular way of going from one city to another for a person can travel at night and so lose no time in the journey. This was rather a disadvantage to me for I wanted to travel by day and see as much of the country as possible, but the over-ruling advantage was that the boat sails partly round New York in the early morning and so gives one a view of the city such as it is impossible to get from any train.

The “Fall River Boat Train” leaves Boston at 6 p.m. and runs through to Fall River without stopping in an hour and forty minutes. The train finally stopped alongside one of the boat-wheels such as are adapted to inland running houses driven by the old fashioned paddle navigation and the carrying of a large number of passengers. The boat is indeed a three story hotel having about three hundred rooms and a large dining saloon.

The boat had to venture out on the Atlantic for a short distance after leaving Newport, the only stopping place, and before running into the sheltered waters of Long Island Sound, and there the same bad weather that we had met with on the ocean pursued us. In this case too there were some compensations, for the head wind that continued to blow made us two hours late, so when I rose before sun-rise expecting to find the city near, I saw only a long range of low hills to the eastward behind which the sun rose gloriously,—our first sunrise in the western land. About seven o’clock, toward the south-west, I saw a great building looming up above all the others and wondered if it could be the high Singer building which according to my already out of date information was the highest in the city of high buildings. Factories and wharves began to appear on the western shore and between them were still some fields and country house not yet swept away by the advancing tide of the engulfing city. Then a great bridge came in sight, and some one said, “Is that the bridge?” meaning the Brooklyn Bridge and speaking as in the days when there was but one bridge instead of four across the so called East River (which is but the narrow part of Long Island Sound separating the island of that name from the Manhattan Island).

In the old days when the price of land became too high in New York, i.e. on Manhattan Island, people naturally crossed over to Brooklyn in ferry boats to make their residences; while on the west side the railways poured people into the city by means of ferries from the terminus in New Jersey. But ferry boats are slow and liable to interruption by fog and ice, so that in the eighties the great Brooklyn suspension bridge, one of the wonders of the age, was erected, and it stood alon until a few years ago. But the Hudson River on the west has remained unbridged, for on it are the wharves of the ocean liners, and in it the United States navy sometimes lies at anchor, so the