

our desire to form a union of our own will tend to break up their society. We have also been accused of introducing sectionalism. Now, any one who understands what sectionalism is knows perfectly well that there is nothing sectional about our union. Our union includes and embraces one body of workers and only one—we embrace the whole of the staff working and controlling the locomotives of the New Zealand railways, we take in the whole of the engine-drivers, firemen, and cleaners in New Zealand. It is one union from Auckland to the Bluff, and I do not think it is fair to charge us with sectionalism when we take in the whole industry. I think, when this association is recognized, which we sincerely hope it will be, that it will continue to act as a stimulus to the Amalgamated Society of Railway Servants. We think that the friendly rivalry that would be engendered would be such as to keep the society alive. When they have a monopoly, and there is no other union, it has been proved in the past that they are liable to lull and go to sleep. There is nothing heard of them for a while, and after the years pass by they go to work again; but I think if another society was working in friendly rivalry it would be a stimulus to the Amalgamated Society and prove beneficial. We claim, therefore, that in establishing our association we have not injured the society in any way, and do not intend to do so. I might say there is yet work before the Amalgamated Society without opposing this union. There are now four or five thousand railway employees who are non-unionists. They do not belong to any union, and the Amalgamated Society has this body of men to work on, which would enable the society to increase its membership by almost double what it is now. We think it very hard that, after complying with the laws of this country, and having our society registered, we cannot get recognition. There are 1,100 drivers, firemen, and cleaners who are smarting under this injustice, and we think it is not fair. This country has legislated so that a body of twenty-five men belonging to one particular industry can become registered, and immediately they are registered their employer is bound to recognize them, and yet here is a body of 1,100 men engaged in the most important work of the Railway service, and the Minister of Railways will not recognize them as an association although they have been registered for two years. It is a strange thing, gentlemen, that when the clerical division left the Amalgamated Society there was absolutely no protest whatever, but when the drivers, firemen, and cleaners leave them, what do we find? Very bitter opposition to our association. Now, gentlemen, I do not want to impute ulterior motives to the Amalgamated Society, but I ask, on the face of it is it not suspicious, when one considers that the clerical division would be of very little use to them in the case of a strike, and the engine-drivers and firemen would be the keynote to the whole thing, that strike is their object. Well, gentlemen, I think you will see from the remarks I have made that we are entitled to recognition, and justly entitled to recognition according to the laws of this country. The statute provides for other men who form a union being recognized, and I think it is only reasonable that we should be. You will see, gentlemen, that we have passed the test and still have a solid union, and when you remember that our association is composed of a strong body of men, and that they have leaders who are competent to so look after the interests of the engine-drivers, firemen, and cleaners of New Zealand that they will receive the full benefit of the labour laws of this country, I think it is your duty to give the Engine-drivers, Firemen, and Cleaners' Association the opportunity of doing so. Now, there is just one other subject I wish to mention before I sit down, and that is with regard to the ill feeling that has existed. A few days ago in the House Mr. Ell said that all the feeling had practically subsided. Now, I am very pleased indeed to be able to indorse Mr. Ell's statement. I can assure you that I travel over a hundred miles of the railway in Canterbury, and I see the railwaymen from one end to the other, and frequently have conversations with them. Twelve months ago there was very bitter feeling between the guards and shunters and others, and they did not care whether they spoke to you or not. However, I am glad to say the feeling has almost subsided, and lately one of the guards said to me, "I don't see why you should not get your union—it would be a good thing," and I am prepared to state that at the end of twelve months there will be no ill feeling between the railwaymen whatever. The whole thing will have quieted down, they will see that it was a fair and reasonable thing we were asking for, and there will be no bickering or ill feeling whatsoever. There is one more remark I should like to make, and that is this. We are not going back. Gentlemen, I would not dare to entertain for one moment any idea of going back, and then go back amongst my fellow-workers in Canterbury, they would treat me as an outcast if I did so. They have all made up their minds that there is only one body of men who are attempting to oppose them. They realize that twelve months ago they would have been recognized by the Minister of Railways except for the one body in New Zealand, and that is the Amalgamated Society, and I can assure you that, while the Amalgamated Society oppose recognition to the engine-drivers, firemen, and cleaners of New Zealand, there is not the slightest chance of the engine-drivers, firemen, and cleaners going back and leaving their own union.

WILLIAM MCARLEY examined. (No. 5.)

1 *The Chairman.*] What are you?—An engine-driver

2 Will you make a statement to the Committee with reference to the recognition of your association by the Government?—Yes. Mr. Chairman and gentlemen,—I consider the two previous speakers have covered all the ground which is necessary to prove to you that the New Zealand Locomotive-engine Drivers, Firemen, and Cleaners' Union should be officially recognized. There are just one or two points which I wish to impress upon the Committee here, and which have been overlooked by the other speakers. I desire to impress upon you, gentlemen, that we are not here to ask your leave to form a union, as we have already done so, and, furthermore, it has been in existence for fully two years. This union has come to stay and we are here to ask you to alter the law, and enable the Minister to officially recognize our union. I must also impress upon you that this union is a registered union: it is registered under the Trades-union Act, 1908, and comes