

closed.' From that time our confidence was gone, and we thought the next best thing was to federate. We have nothing against the Amalgamated Society. It is simply standing for itself, the same as we are, but if it would endeavour to get into the society the large number of men in the workshops and on the permanent-way who do not belong to any union, it would have a very much stronger footing. We have a feeling that if unionism is worth anything it is worth paying for. Of course, as engine-drivers it is only natural that we should be kept in front—we are always in front—and you will no doubt realize that in this country or any other country scarcely anything can take place or happen to a train without the driver being implicated. The regulations are framed in such a way that it is almost impossible for an engine-driver to escape blame and punishment. Therefore it is absolutely necessary that these men should get together for their own benefit in order to discuss matters for their own welfare not only with their sympathy, but with their money. In connection with our union we have a sick benefit fund already, and at our last meeting the case of a young fellow who was very bad came up. This young fellow had been taken to the hospital, and we appointed visitors to visit him, and in due course the bill was passed for payment. Surely it is better for us to treat our members like that than to spend £500 or £600 on what are nothing more than pleasure trips as far as we are concerned. My time on the railway is pretty well up, and I should like to leave it, at any rate, up to date. We in New Zealand are up to date in most things, and I think we have as good railways and as well managed and safely run as any place in the world. I think, if we leave out England and Scotland, I question whether we have not got the best railways in the world, and I think we have as good a staff of men as any in the world. I do not think it is possible for you to find a better body of men anywhere, and I say that after picking up all the information I could when I was away. I came back to New Zealand perfectly satisfied, and glad that I lived in New Zealand, because I think it is without doubt the best country in the world, both for the people with money and for those who have to work. It is my opinion that the Amalgamated Society shut the door against us in the first instance, and I do not think there is the slightest possibility of the locomotive-men ever uniting again with that society. The whole cry along the line to-day is "No surrender," and I sincerely hope that our union will receive that recognition which we deserve. As long as I remain in the railways nothing will occur that will injure the Amalgamated Society if I can possibly prevent it. And, as I said before, if unionism is worth anything it is worth paying for, but there is a large body of men coming and going who practically do not contribute anything to it. I do not think that is fair, especially when you consider that those men can be got to go dead against us in the matter of voting. As there is no possibility of repairing the breach that has taken place, the only thing is to grant us recognition. I am sure the two societies will get along all right, and it will be no disadvantage to the railways or the management. There is another point I should like to mention, and that is in regard to the hundreds of little things that may occur in the running of a train and the work generally. If this matter was fixed up you could go to your officers and explain anything that goes wrong, but if you are in the union you cannot very well do that; and that is one of the greatest reasons why we should be granted this recognition. Our interests are identically the same as those of the Amalgamated Society, we are not against that society in any way, but with them in every possible way. This bickering has been going on for two years and a half, and I sincerely hope that our union will be recognized and the whole matter fixed up.

3 *Mr Hine.*] Do you refer to casual hands when you say that some come and go and contribute very little?—For instance, take the mechanics in the different workshops, they come on, and are later on put off. If there is no work they cannot be kept on, and a large portion of those men belong to other societies outside.

WILLIAM MCARLEY further examined (No. 7)

- 1 *Mr Veitch.*] Does your association publish a magazine known as the *Loco Record*?—Yes.
2. Who is the printer of the *Loco Record*?—Mr Russell.
3. Has your association a contract with the printer for the printing?—The executive council does that. I have not got the necessary knowledge to answer the question.
4. Do you mean to say that you do not know whether your association has a contract with the printer or not?—I am not aware of any contract.
5. Who is the editor of the *Record*? and is such editor paid for his services?—The executive council.
6. *The Chairman.*] I think, myself, the question is somewhat irrelevant to the subject before the Committee.
- 7 *Mr Veitch.*] Are the articles that appear in the *Loco Record*, or any of such articles, submitted before publication to the printers for consideration, or to any person connected with the printers?—I will appeal to the Chairman whether that is a fair question.
8. *The Chairman.* I think the question is irrelevant.

(No. 8.)

*Mr G W Russell, M.P.* I wish to make a statement, Mr Chairman, in regard to the questions put to Mr McArley. I wish to state that I am a printer, and also managing director of the firm of G. W. Russell (Limited), printers and publishers of the *Spectator* in Christchurch. The Locomotive-engine Drivers' Association asked my firm to quote a price for the printing of a magazine called the *Loco Record*. An issue was printed, and they then asked what the cost of it would be if continued for twelve months. A price was given, but no contract was entered into. The whole of the matter that appears in that paper is supplied by Mr McArley, the general secretary. I have never written one line for that paper, and I am not paid as editor. My firm receives