

The Industrial Position.

Governor and the Schools.

Domestic Servant Problem.

Sectionarian Defence Corps.

The statements made by certain members of the Farmers' Union at the Provincial Conference on Thursday, during the discussion on Mr. G. W. Leadley's motion, asking the Government to appoint a Royal Commission to consider the operation of the Arbitration Act, were replied to by the president of the Canterbury Trades and Labour Council (Mr. G. K. Whiting), and the secretary of that body (Mr. J. Young). The opinion expressed in Mr. Leadley's motion that the Act was seriously retarding the development of the Dominion's industries was first dealt with. It was stated in regard to this that the assertion was refuted by the recent representations made by clothing manufacturers as to the shortage of female labour, which surely showed that this industry was thriving. In Auckland the boot manufacturers recently stated that there was a shortage of juvenile labour which bore out the same contention. It was for the public to decide whether the manufacturers were right, when they said in effect that their businesses were expanding more rapidly than the supply of labour was increasing, or whether the Farmers' Union was right when it said that the development of industries was being retarded. Mr. Leadley had said that the leaders of the workers condemned the Act, and saw it had brought about industrial slavery. This was denied by Messrs. Whiting and Young, who said that in their opinion the Act had brought about a better condition of affairs for labour than had ever existed before its inception. The Act did not give the workers all they desired, but it was a step towards their goal, which was to ensure that the worker got the full product of his labour. The Act had done an immense amount of good in causing the formation of small unions, and in preventing the unfair competition which existed amongst employers before the Act was brought into operation.

In regard to Mr. Leadley's assertions as to apprentices making no effort to learn their trade, the real position was that the employers made no efforts to teach the apprentices, and it was the continued practice of employers, when attempts were made to introduce clauses into awards compelling employers to give efficient training to apprentices, to lodge objections against such clauses.

Mr. Sheat had said that the Act had put the bottom man on a level with the top man. That was not the case, what had happened was that in many industries the employer had made the minimum wage his maximum wage. He was compelled to pay his poorest workmen the wages they were entitled to, but he would pay his best workmen no more. If that system caused any restriction of output the employer had only himself to blame. Mr. Sheat's contention also rather discounted the claim employers were always making that they always paid men according to their ability. In conclusion, Messrs. Whiting and Young stated that they had no objection to the appointment of a Royal Commission, provided that the commission was instructed to investigate, not only the conditions of farm labour, most of which was outside the Act, but the conditions of labour in all industries in the Dominion.

Messrs. G. J. Garland (Chairman of the Auckland Education Board), C. J. Parr (ex-chairman), and E. K. Mulgan (chief inspector) last week conducted Lord Islington through the Newton East and the Devonport Schools, these two being selected as representing the pole conditions of city schools in the matter of air space and elbow room. The former school is situated in a densely populated area where playground space for the scholars is necessarily limited, while the latter revels in pleasant surroundings and plenty of playground reserve. At each school his Excellency was received by a guard of honour provided by the cadets, and he addressed the children. At Devonport, he presented medals to pupils who had won them in open swimming competitions, and one to a lad who had been successful in a rifle match. Much interest was taken by Lord Islington in an explanation by Mr. Mulgan of the manner in which the New Zealand system had been built up on the experience of teachers who had been personally through the primary schools course; this being in contrast to the British method of overlooking the claims of primary teachers in appointing inspectors who had the responsibility of evolving the education methods.

The Parliamentary Election.

That the South Island will lose at least two seats as a result of the census is assured, and in Otago it is conceded that either Taieri, Bruce, or Tuapeka must go. If it is the former, then the Hon. Thos. Mackenzie, Minister for Agriculture, will be compelled to look for a new home politically, and it will be the third time in succession that the Representative Commissioners have wiped the electorate he represents off the map.

Last week, while in Auckland, the Minister was approached by a representative deputation of Government supporters, and asked, in the event of his seat in the South being taken away, to consent to come North next election, and contest a constituency in the Auckland province, the creation of at least one, and possibly two, new seats, being used as an argument in favour of such a decision on his part. The Minister replied that he thought it was possible that the Representation Commissioners would once again rob him of his electorate, but until the Commission had said he thought it was only fair to his constituents in the Taieri that he should take no action. In any case, even if Taieri were wiped out, he would not adopt any definite course until he had discussed the position with his colleagues, and considered to what part of the country his services as a representative would be of the most value. Therefore, while thanking the deputation for the invitation extended to him, he could not at present make any promises on the subject.

Speaking to a "Star" representative recently, the Hon. Mr. Mackenzie said it seemed to him that the North would have to gain at least two or three seats, and he expected the Commissioners would commence their work in a few weeks' time.

Mr. T. Sedgwick, who has played a prominent part in the question of importing English boy labour, suggested to a "Star" representative that an easy solution of the problem would be to import large parties of girls from Home, and apprentice them to New Zealand mistresses. Hundreds of good girls would be willing to come under such conditions. In the orphanages and poor law schools there are forty thousand girls, well-trained, and well-behaved, who would be glad to accept apprenticeship if brought out to this country. This could be done through the New Zealand Labour Department and High Commissioner's office, and a shipment brought out, preferably on a cargo boat fitted with dormitories, where the girls would be under supervision, and compelled to attend largely to their own requirements.

Land Taxation.

At a meeting of the Auckland branch of the Labour party held last week, the question of land taxation came up. The Nelson branch of the Carpenters' Society wrote urging the following proposals by the Land Values League be endorsed:—

(1) "That the Customs tariff, amounting to an income tax of 3s 6d in the £ on the wages of working people, while landowners and capitalists with an income of £10,000 pay only one halfpenny in the pound, is an injustice so gross and shameful that the workers should refuse to vote for any Parliamentary candidate who is not prepared to demand its immediate abolition." (2) "That in the opinion of this meeting the policy so ably advocated by Mr Arthur Withy, general secretary of the New Zealand Land Values League, of untaxing labour and labour products and taxing land values instead, is the only statesmanlike policy before the country—the only policy that will bring to all classes of wage-earners the economic freedom and justice they have so long been denied—and therefore we call upon the wage-earners of every constituency to close up their ranks, and at the forthcoming general election return candidates who will support Mr Withy's land policy, which is now the policy of all true Labourites in the Homeland." (3) "That copies of these resolutions be forwarded to the Acting Prime Minister, the Hon. Jas. Carroll, M.P., and to the local papers."

The proposal was fully discussed, and it was then decided that a reply be sent that the Party already had a plank in its platform, and could not go outside it; that while the single tax idea of land taxation could be supported, the Party's land reform proposals went further.

It was decided to arrange for holding a meeting at an early date in order to hear an address by Mr Withy on the subject.

Interviewed on the defence question the Hon. Geo. Fowlds said there seemed to be an impression that the Defence Department had encouraged the formation of denominational companies. That was not so. So far the idea only applied to senior cadets, and even these must be offered by officers selected by the Defence Department. There could be no question of having such companies anywhere except for senior cadets in the big towns. The conditions of defence scheme were primary geographical, and the force territorial. For territorialists any idea of denominational organisation was quite impossible. That never had been for a moment entertained by the Defence Department, as recruits would be drafted into already existing companies which were not now and can never be in any sense denominational.

NORTHERN STEAM SHIP COMPANY, LIMITED.

Weather and other circumstances permitting, the Company's steamers will leave as under:—

For Russell.		For Mangapai.	
CLANSMAN	Every Monday, at 7 a.m.	CLANSMAN	Every Monday, at 7 a.m.
For Russell, Whangarei, and Mangapai.		CLANSMAN	Every Wednesday, at 5.30 p.m.
For Avani, Waiharara, Hauhora, Whangarei, and Mangapai.		For Avani, Waiharara, Hauhora, Whangarei, and Mangapai.	
APANI	Every Monday, at 2 p.m.	For Whangarei, Hauhora Bay, Ty Tokaka, and Whangamau.	
No Cargo Whangarei and Mangapai.		PAEROA	Tuesday, 21st Feb., 2 p.m.
For Whangarei, Hauhora Bay, Ty Tokaka, and Whangamau.		For Great Barrier.	
WA'OTAIHI	Every Wednesday, at 10 a.m.	For Waiheke and Oramanui.	
LEAVE AUCKLAND.		LEAVE AUCKLAND.	
DAIHING	Every Monday, at 10 a.m.	DAIHING	Every Monday, at 10 a.m.
For Raglan and Erwhia.		CLAYMORE	Every Monday
CLAYMORE	Every Monday	WHANGAREI SERVICE.	
Steamers leave Whangarei as under:—		S.S. NGAPUHI.	
Train Whangarei	S.S. Coromanda to Whariki.	Leaves	Para
Goods to Para	Mangapai		Bay.
Goods to Para	Mangapai		Bay.
2nd—11 a.m. day, 9.20 a.m. 7 a.m. 10 a.m.			
4th—8.45 a.m. 11 a.m. No str. 11 a.m.			
6th—No cargo. 9.30 a.m. No str. 11 a.m.			
8th—8.45 a.m. 1 p.m. 11 a.m. No str.			
10th—11.45 a.m. 3 p.m. Noon. 3 p.m.			
12th—11.45 a.m. 3 p.m. No str. 3 p.m.			
13th—No cargo. 9.30 a.m. No str. No str.			
14th—11.45 a.m. 2 p.m. 11 a.m. 11 a.m.			
16th—8.45 a.m. 11 a.m. 8 a.m. 11 a.m.			
18th—8.45 a.m. 11 a.m. No str. 11 a.m.			
20th—No cargo. 9.30 a.m. No str. No str.			
21st—8.45 a.m. 11 a.m. 10 a.m. No str.			
23rd—11.45 a.m. 2 p.m. 11 a.m. 2 p.m.			
25th—8.45 a.m. 1 p.m. No str. 1 p.m.			
27th—No cargo. 9.30 a.m. No str. No str.			
29th—11.45 a.m. 2 p.m. 11 a.m. No str.			
Goods outward by steamers leaving on following dates, viz:—			
2nd, 4th, 11th, 14th, 16th, 18th, 21st and 23rd, must go from up-country stations by afternoon.			
NORTHERN S.S. CO., LTD.			
Agents.			

CANADIAN-AUSTRALIAN ROYAL MAIL STEAMSHIPS.

UNDER THE BRITISH FLAG. Via FIJI, HONOLULU, and VICTORIA (B.C.) to VANCOUVER

IN CONJUNCTION WITH THE CANADIAN-PACIFIC RAILWAY.

CHEAPEST AND MOST INTERESTING ROUTE

TO GRANDDEST SCENERY IN THE WORLD.

ROCKY MOUNTAINS, GREAT LAKES, NIAGARA FALLS, ST. LAWRENCE, and HUDSON RIVERS, etc.

CANADA, UNITED STATES, and EUROPE.

MINING—BRITISH COLUMBIA, YUKON, CALIFORNIA, etc. FARMING—THE GREAT NORTH-WEST, MANITOBA, MINNESOTA, etc. MANUFACTURING—Winnipeg, Montreal, Toronto, Chicago, New York, etc.

For Maps, Guide Books, and all Information Apply—**UNION STEAM SHIP CO. OF NEW ZEALAND, Ltd**

P. AND O. STEAM NAVIGATION COMPANY.

Steamers for LONDON, calling at SYDNEY, MELBOURNE, ADELAIDE, FREMANTLE, COLOMBO, ALBEN, MANSEILLE, GIBRALTAR, and PLYMOUTH, with liberty to call at BRINDISI as under; connecting at Port Said with the 20-knot steamers ISHIA and OSIRIS for Brindisi:—

Steamers.	Tons.	Captains.	Leave Sydney.
MALWA	11,000	C. H. S. Torque, R.N.R.	June 3
MACFONIA	10,500	G. D. Bennett, R.N.R.	June 17
MARMORA	10,500	G. H. C. Weston, R.N.R.	July 1
INDIA	8,000	G. W. Gordon	July 15

NEW ZEALAND SERVICE.

Steamers.	Tons.	Captains.	Leave Auckland
Moldavia	10,000	E. H. Gorton, R.N.R.	Nov. 21
Mooltan	10,000	H. L. Haddock, R.N.R.	Dec. 21

Calling at Bombay. Calling at Hobart. RATES OF PASSAGE MONEY.—Single to London, 417/6; to return, 875/6; and 212/6; available for two years. Tourist's Tickets (India, China, and Japan). Special Holiday Tickets to Colombo, available for two months; Return Fare from Sydney, 411. First Steerage, £21 Second Steerage, plus 10 percent. Passage money can be paid here for Passages from England. Passengers arriving in Sydney by nearest connecting steamer may proceed on board at once. Passengers embarking at Auckland for Australia, India, and Europe have the privilege of staying on board during steamer's detention at Sydney. These Steamers are installed with wireless telegraphy. For Freight and Passage, apply to RUSSELL & BOWERS, Custom Street West, Auckland.