

totalling 359,405. From this have been paid dividends on preference and ordinary shares, totalling 60,000, leaving available for distribution £299,405. This the directors propose should be disposed of as follows: dividend 4 per cent on preference shares, £20,000, making 10 per cent for the year; dividend 6 per cent on ordinary shares, £30,000, bonus 3 per cent ordinary shares, £15,000 (making fifteen per cent for the year), transfer to reserve fund £200,000, making reserve fund £1,000,000; balance to be carried forward £34,405.

Labour Administration.

The Hon. J. A. Millar's challenge to Labour, to throw the Labour Department overboard if the unions were not satisfied with its administration, was last week made the subject of an interview by a "Star" reporter with Mr. D. Goldie, president of the Auckland Employers' Association. Mr. Goldie stated that he had read the passage-at-arms between the Minister and Mr. Moriarty, secretary of the Furniture Makers' Union. "I am pleased," said Mr. Goldie, "with the attitude taken up by the Minister when he states that he is prepared to carry out the Act, but not to let the unions do as they liked. What I fear, and what evidently the Minister knows, is that some agitators are inclined to press the Government, through the Department of Labour, to so persecute and harass the employer that his life becomes a burden, and in the end the men themselves suffer through the employer being driven in self-defence to import rather than to manufacture goods under such conditions. It is extremely interesting in the interview to find such a reliable and unselfish man as Mr. Moriarty claims to be, telling us that two leading secretaries of labour unions had told him that he was an absolute fool to fight the Government, because he had lost all chance of a Government position; they were looking for such positions themselves, as they did not propose to be union secretaries all their lives. Statements such as these (continued Mr. Goldie) should open the eyes of the working men, who by their contributions are maintaining such, to the fact that the agitator has got, in many instances, their true welfare at heart, but is only using them to live without toil in the meantime, with the further expectation that in the end he will be added to the already enormous army of civil servants who are maintained very largely by the toil of the worker. Evidence is forthcoming, not only in New Zealand, but also in the Commonwealth, that the ordinary worker is getting tired of the present demands of such men, and is looking forward to a more reasonable and sane way of settling their differences than by that now in existence."

Several prominent Labour men were approached this morning regarding the matter, but they declined to make any statement. In one instance the interviewer was informed that Mr. Moriarty's views stood for the attitude of the unions towards the Department.

Red-Hot History.

The question of collecting information in connection with the family history of defectives was introduced at a meeting of the Hospital and Charitable Aid Board by Mrs. Wilson, who urged that the Board should secure such information and place it on record. She said that information about the families of people who came to the Board's Institutions would in after years prove very valuable. They knew that deaf mutism, tuberculosis, and paralysis did not spring out of the ground, and that there was always the question of cause and effect. Information of this kind, she suggested would be invaluable to posterity, or when a move was made to deal more stringently with defectives.

Mr. J. D. Hall said that he thought the Board should go right ahead with the people in the institutions. He did not anticipate any difficulty, but a tactful officer would be needed to obtain the information. The question of the reliability of the information was entirely another matter.

Mr. W. W. Farmer said that the history of some of the families that applied to the Board was well known. He knew of families whose time had been passed between the Charitable Aid Board, the hospital and the gaol. Their history was "red hot."

The Secretary stated that there was on record information dealing with the people who had participated in charitable aid relief during the past 25 years. It did not deal with some of the questions that Mrs. Wilson wished to touch upon.

Mrs. Wilson said that she would like information of the family history, the mental and physical status, and other matters.

Mr. Hall moved that the Charitable Aid and Institutions Committees should be recommended to preserve records of the parentage, mental and physical qualities and other particulars in connection with the family history of defectives. The motion was carried.

War with the East.

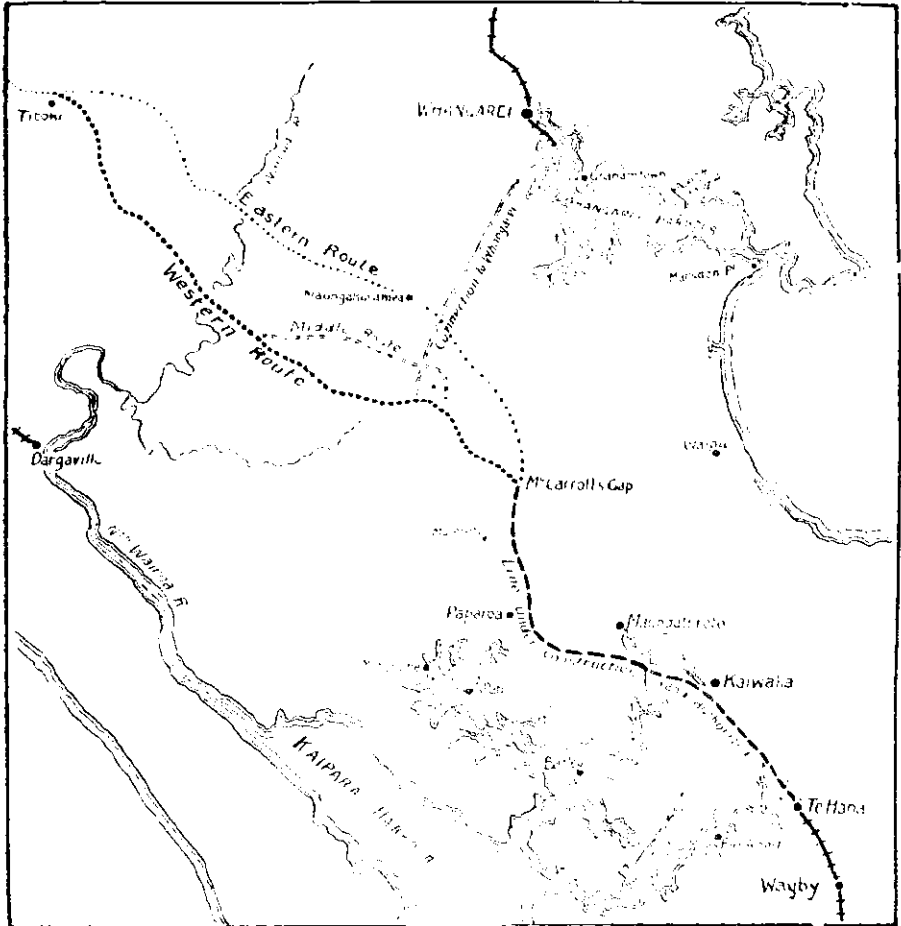
During the course of his speech at the University "capping ceremony" in the Choral Hall last week, the Chancellor (Sir Robert Stout) dealt interestingly with the struggle for superiority amongst the nations of the world. Today they beheld hitherto neglected races organising, striving for knowledge and for industrial success. Of late years the yellow race had come to the front. Fifty years ago who would have believed that

the seat of great manufactures, and China might become the same. Nation was competing with nation in Europe in industrial enterprise, and were our people to be deemed to be mere hewers of wood, drawers of water, producers of wool, and of mutton—were the higher branches of industrial enterprise to be closed to our youths? He hoped not, but we would fail and they would fail unless our people were educated and kept physically fit.

Tramway Men's Manners.

In reference to the statements of Mr. T. H. Nesbitt, town clerk of Sydney, regarding the tramway system in Auckland, Mr. Arthur Rosser, secretary of the Tramway Employees' Union, commented on the remarks to a "Star" reporter last week. He said he agreed that it was a very bad thing for Auckland that the tramways were in the hands of a private company, but with

the company to deal with. In the first place it must be remembered that Auckland was the pioneer in electric traction in New Zealand, and the 7ft 6in cars in the first place were found too narrow for comfort, but the rails having been laid there could be no increase in the width of the cars. Regarding the lack of ventilation, owing to the use of closed-up cars, the type that was in use in Wellington and the Southern cities were objected to very much by tramway-men on account of the danger of their having to clamber along the footboard to collect fares. In Wellington four or five cases of serious and fatal accidents had taken place through men having been knocked off their car by passing vehicles, and no sensible person would care to see such a type of car introduced into Auckland. In conclusion, said Mr. Rosser, Mr. Nesbitt did not seem to be able to find a single virtue in the Auckland service. He could only think that the state of



THE NORTHERN RAILWAY.

The plan shows the eastern and western routes inquired into by the Commission, and also a middle route, referred to in the evidence at Waikiekie. The middle route was suggested with a view to giving a closer connection with Whangarei. A branch line to Whangarei along the route indicated would early follow the construction of the main line as far as the point indicated in the map.

the kingdom of Japan would have become a world power? If they recalled the ambassadors that left the kingdom of the Rising Sun and visited President Buchanan in Washington in 1860, and thought of the Japanese nation now they might well say that it was one of the marvels of the last and present century. The yellow race was a strong race. It was strong in brain power. It was strong physically, and its civilisation had forced it to study industry and peace. It had had many drawbacks, but Western enlightenment was now penetrating even China, and passionately the Chinese had engaged on the quest for knowledge. Who would foretell what the next fifty years would show in his opinion, the Chinese had more brain power than the Japanese, and judging by what he had read recently of the doings in China, they are now beginning to organise and educate their people. It was not, in his opinion, so much a war with China and Japan that they had to fear—not a military engagement—but industrial competition. Japan was becoming

regard to the criticism of conductors Mr. Nesbitt was very sweeping in his opinions. Other visitors to the city, while they managed to drop across an occasional discourteous tramway-man, had not hesitated to express an opinion favourable to the body of men as a whole. Where there were 350 to 400 men in the service one must of necessity come across men who are not too courteous and obliging, but to apply the terms Mr. Nesbitt had to the whole of them was a criticism of a man of a bilious temperament. It must not be forgotten that Mr. Nesbitt is fresh from a city whose tramway-men are under the heel of a despot like Mr. Kneeshaw. This was shown by the comparatively recent tramway strike in Sydney, in which Mr. Kneeshaw, backed up by the Government, managed to stamp out the organised resistance of the men to measures that were despotic in the extreme.

Continuing, Mr. Rosser said, in reference to the construction and appearance of the cars, that was a matter for

health of Mr. Nesbitt when he came to was not too good.

MAYOR OF LOWER HUTT SAYS WORD FOR CONDUCTORS.

The Mayor of Lower Hutt, Mr. E. P. Bunny, who is at present on a visit to Auckland, put in a good word for the tramway conductors of the city, when interviewed last week. "On each of my visits to Auckland," said Mr. Bunny, "I have received the greatest courtesy from the men on the cars. Being a stranger here I have naturally had to ask the conductors how to reach various places, and in every instance the information has been given me most civilly. Indeed, on quite a number of occasions men have gone out of their way in explaining to me how to get to my destination."

"What about the condition of the tramcars?" Mr. Bunny smiled significantly. "I decline to say anything about the cars," he said, "but I do think it's a good thing that something is about to be done in the way of street improvement."