

port submitted by a select committee which had been told off for the job. In the report the Committee recommended that the Whitley report should be adopted by employers and employed with regard to the demand by workers of a share in the control in those industrial conditions on which their livelihood depends. With regard to housing, the report stated that "a large number of persons in New Zealand are at present housed under conditions which are a grave menace to their physical and moral well-being. It is the duty of the State and of local authorities to ensure the provision of sufficient and healthful housing accommodation (1) By compulsorily acquiring and holding land, if need be; (2) By planning the development of towns with a due regard to the provision of open spaces; (3) By themselves undertaking the building of houses in those districts in which the supply of houses is or is likely to be inadequate."

Bricklayers' Award.

Interpretation of Suburban Clause in Christchurch.

The Court of Arbitration has given its interpretation of the bricklayers' award, on questions arising out of clause 8 thereof, dealing with suburban work.

The questions submitted to the Court by the Inspector of Awards were:—

1. When an employer pays train or tram fares, are the workers to be paid for the time actually occupied in travelling outside the one-and-a-half miles radius from the Chief Post Office; or are they to be paid one hour's pay for every three miles travelled?

2. Are workers entitled to be paid when returning from work?

3. Are employers bound to provide a conveyance, or pay the ordinary train or tram fares for the workers when returning from work?

His Honour Mr. Justice Stringer states:—The suburban clause in the above award appears to have been agreed to by the parties when before the Conciliation Council, and was embodied in the award as recommended by the Council. The clause, however, is unusual and defective, and probably does not express the real intention of the parties; but construing the clause as it stands—which we are bound to do—the answers to the questions submitted must be as follows:—

1. The worker is entitled to be paid for all time occupied in travelling beyond the one mile and a half radius, and such time is to be computed at the rate of one hour's pay for every three miles travelled. The rate of three miles per hour was, no doubt, intended to apply to cases where the worker walked to his work, but the language of the award is clear that the worker is to be paid this time rate even when conveyed to the work, and by whatever means he is so conveyed.

2. There is no provision that workers shall be paid the above rate, or any rate, when returning from work, and they are, therefore, not entitled under the award to any payment for the return journey.

3. The employers are not bound to provide a conveyance, or pay the ordinary train or tram fares for the workers when returning from work, the award making no provision in this respect.

The parties have used language which has, in our opinion, been correctly interpreted by the Inspector of Awards in the last paragraph of his statement of facts.

Light Weight Concrete.

Considerable interest has been created among engineers in Britain in a light-weight concrete employed in the construction of reinforced concrete vessels of large tonnage building in America for the United States Government. This concrete was adopted for this form of construction after an extensive series of tests on concretes of all kinds carried out by the United States Shipping Board. The tests proved that a concrete eminently suitable for use in reinforced concrete structures, and having a much lower specific gravity than that of ordinary concrete, can be obtained by introducing an artificial aggregate having a specific gravity less than unity. It is well known that the strength of concrete depends primarily on the strength of the binding material, and on its adhesion to the larger aggregate. This adhesion is greater to a marked degree with the light aggregate under discussion owing to its greater surface area. To produce this increased adhesion a larger proportion of cement must necessarily be introduced, resulting in what is commonly known as a rich mixture, and, consequently, a more costly material. However, says the British journal, *Engineering*, its adoption in certain reinforced concrete structures must undoubtedly prove economical. Large span reinforced concrete bridges and similar works are at present severely handicapped owing to the weight of the concrete employed in their construction, and it is in cases of this nature that the light aggregate will serve to overcome this difficulty to a large degree.

DAD'S VIEW.—THE PASTOR—"So God has sent you two more little brothers, Dolly?"

DOLLY (brightly)—"Yes, and He knows where the money's coming from. I heard daddy say so."—*Tit-Bits*.

* * * *

LABOUR TROUBLE.—HIS BETTER HALF (regarding him from the bedroom window)—"Where you bin this hour of the night?"

"I've bin at me union, considerin' this 'ere strike."

"Well, you can stay down there an' consider this 'ere lockout."—*Tit-Bits*.