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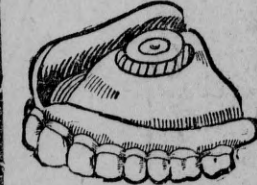
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MORE HOGS WARNING.

The United States wants more hogs. On January 1, 1913, according to the swine census of the Department of Agriculture, there were 61,000,000 pigs in the States, compared with 65,000,000 on January 1, 1912. This shortage, added to the prospect of a smaller beef supply, is looked upon with a considerable degree of alarm.—News item.

What about sending a few thousand from Sydney to help make up the shortage. First, we have about 300,000 motor hogs, who get possession of a car, in some way or other, and then get their fun in passing within half an inch of every old man in the street, in frightening the seven senses out of every woman in charge of several youngsters they come across, in racing past stationary trams, etc., while at the same time keeping an eye out for a policeman, whose presence causes them to pull up to about a mile an hour. Here's a fair shipment of hogs which we might be well rid of.

Then the political hog. About the same number available. This chap is an opportunist, a place hunter, pure and simple. Has no patriotism, no brains. Plenty tongue and cheek. There would be no scarcity of pigs' cheeks in U.S.A. if this lot was shipped.

We also have a few land hogs. A profitable trade could be done in this class; indeed, the country would go ahead like wildfire if the political hog and the land hog were exported.

Need we mention any more species of hog? If we could only export the available hogs, it would be a most profitable business for the country.

A HISTORIC TUG-OF-WAR.

A rather good story comes from W.A., per the W.A. "Worker":—

It happened years ago. The Typos, were pulling Hannans Brewery in some tug-of-war contest, and "ink" weighed about a stone per man less than "beer." "Barney" Allen was anchor man for the Typos, and as he was a novice at the game, a kind friend told him that his job was to get anchored. "Barney" took the hint, affixed a small hook to the end of the rope, and at a suitable moment stuck it in a convenient post. The brewery fellows started to run away with their light opponents at once. Away they came for about two inches (the slack of the rope), and then to the surprise and dismay of the Hannans crowd, tug as they would, the little comps. didn't come towards them—not an inch. The hook held, and after a strenuous struggle Hannans won by a bare couple of inches of slack that they had pulled up. The secret was never let out generally, but Tom Boyle, the Brewery's Union Secretary, must have got wind of the joke, as he put much meaning in his voice when, speaking at a subsequent social, he said the Typos, had apparently made up their minds to win by "hook or by crook."

RESTORING EDEN.

The Garden of Eden is to be restored. An English engineer is engaged on the work. This gentleman's idea is that Adam and Eve were turned out of Paradise by the "drouth," and the flaming swords they saw behind them were nothing but the fumes from the bitumen springs. Eden was situated at the junction of the Tigris and Euphrates Rivers, in Asia Minor, and it is Sir William Willcock's business to irrigate the lands left high and dry by

the wearing away of old cataraets. When he has finished, Eden will be restored, and, I have no doubt, the culture of the apple will be resumed in that vicinity. Will the thing be done thoroughly, and in strict accordance with historical precedent? Are we to have a new Adam and an up-to-date Eve, with a better idea of willness of serpents, if with the same old feminine inclination to disobedience? I would suggest that if old conditions are to be restored, apples should not be the forbidden fruit, but lemons. Humanity might have been spared much anguish had it been lemons in the first place. No snake could tempt an ordinary woman to eat a lemon.—Atticus in the "Leader."

AUTO EMERGENCY SIGNAL CODE.

An indignant citizen, who had just dodged three automobiles in quick succession, was heard freeing his mind at the four corners.

"Why," said he, "Pretty soon the chauffeurs will be getting up a horn code for the pedestrians to commit to memory, something like this:

"One toot—Throw a quick back hand-spring for the sidewalk.

"Two toots—Dive over the car.

"Three toots—Lie down calmly; it is too late to escape, but we will go over you as easily as possible if you keep very still.

"One long and two short toots—Throw yourself forward and we will save both your arms.

"One short and two long toots—Throw yourself backward, and one leg will be saved.

"Four toots—It's all up with you, but we promise to notify your family."—New York Globe.

WHAT'S IN THE PAPER?

The paper tells of wedding bells and bridal wreaths, and damsels blushing; of men who waste their lives in haste, upon their foolish errands rushing; of politics and ringsters' tricks, of Widdy Jims with schemes unending; of griefs and cares and sighs and prayers, and mothers o'er sick children bending. The paper tells of prison cells where human junk is herded; of church and pew where I and you hear helpful sermons, aptly worded; describes the den where broken men have heard the doors of hope shut, clanging; describes the hall, where on the wall a hundred priceless prints are hanging. The paper speaks of ugly leaks discovered in the nation's coffers; of noble schemes and rosy dreams, and of the sneers of ribald scoffers; of queens and kings, of all the things that chance on earth, in prose or verses; of pain, relief, of joy and grief, and farewell tours in sable hearsees. We read it all—the stories tall of native stunt and foreign caper—with brooding eye, and freely cry:—"Great Scow! There's nothing in the paper!"—Walt Mason.

POLITICAL INCONSISTENTS.

There are some inconsistent politicians in this world. Not that the quality of being inconsistent is so rare as to need attention being drawn to it. No doubt this could be said of the politician of any age and every country. When one has to fill a big newspaper, however, this theme is as good as any other, even though it might be said to be worn threadbare. There was, not so long ago, an occasion when our politicians thought that an ungrateful country should pay them a living wage. The Arbitration Act provided the means whereby they could get a wages board, so they captured a "round ro-

bin," and made it sing their tune. Mind you, this was not the robin that heralded the spring, although it heralded the golden sun. Anyhow, there were some politicians who were inconsistent enough to refuse to draw their increase of wages. They scorned to touch what they felt they were fully entitled to, but which had been secured in such an ill-gotten manner. For a month, three months, aye, six months, and even twelve months, this tainted cash lay mill-dewed in the Treasury for all they cared. Month after month they remained consistent in their inconsistency. But hark, the millennium approaches. The time comes when the sum shall se and lute no more. There comes a day when the earned but undesired increments shall revert to the fount from whence they came. Is there any wavering in the breasts of these consistent inconsistent? Perish the thought! How could men who rage up and down the land, complaining that the State is bankrupt, that the coffers are empty, and the finances in a hopeless muddle, think of making matters worse by diverting this undrawn money into other channels? Is not every penny urgently needed to bolster up the credit of the State? And did they not decide that they had not gone to work the proper way to secure their rise of wages, and would not handle a penny of it? But wait! The time is near, and the opportunity is slipping away. Will these men maintain their reputation for consistent inconsistency?

It is recorded that one drew his increase and handed it over to trustees until his constituents decided that he was entitled to it, which means "Heads, I win; tails, you lose." Another found a scheme right on the eleventh hour. He would draw the money, and after the election he would divide it amongst charities, and, of course, if the electorate for which he was offering his services chose him as its representative, then naturally the charities in that electorate would receive the bulk of the money. And if they do not desire his services, what charities will secure the money? Or (whisper it), will charity begin at home?

And so the game goes on. Politician, thy name is inconsistency.

EVOLUTION IN POLITICS.

Although political warfare during the last few years has developed upon lines altogether new and novel, and in a direction least expected by the public, it would seem, in the light of happenings of the last week or two, as if the bare fringe of possibilities had only been touched. Perhaps the reason for the change in the methods of our politicians is just a realisation of the insatiable public desire for something fresh; perhaps it is just the ordinary evolution reaching a point where the change can be recognised. In the past the politician was expert in the art of wordy warfare. The tongue became mightier than the sword, and the silvery-voiced orator a greater idol than the hero of a hundred fights. Crowds could be depended upon to attend any meeting of contending talkers, and fame attended upon the chap who could fly the other fellow with words. Indeed, there are those who remember, only a few years ago, at an annual conference, the verbal vitriol poured upon the head of a prominent Labor supporter by a leading Labor politician. This attack had such an amount of sting ("vitriol" is a good word) in it that it quickly reduced the prominent Labor supporter to tears and limpsness, and laid the foundation-stone for the fame the politician now enjoys. This was the method of the past, apparently gone, alas, and nearly forgotten, for a new political cult has evolved. To attain to fame one has been concerned in

some act of violence. Fame comes leader of men offering to take ten or a dozen of the enemy on, one after another. And they are most to him who flings the water-bottle or the book of reference, or the ink-well, at the enemy. Its mantle falls upon him who can continue to be thrown out of the Parliamentary Chamber; even the fate of parties is definitely influenced by these causes. The innovation goes much further, however. Violence in political warfare means a great deal more than the brief interlude which these incidents provided. The next stage in the game has been reached by the introduction of the fistie act as a means of settling the policy of the country. Who does not remember the incident in our own State House a month or so ago when the legislators retired to the library to settle, with bare knuckles, what legislation was desirable in the best interests of the State? And in the Federal sphere have arisen men mightier with the left hook or the right uppercut than the tongue. Within the last few days we have a doughty modest, these political pugilists. They appear to be as jealous of their status as any amateur "sport" in the country. It is altogether infra dig, to go outside their own ranks for an opponent. Even though the challenger of the best ten Labor men receives an answer from an outsider, backed by a hundred golden sovs, it is against all political etiquette to think of taking the outsider up. The rules of the game force the political fighter to refuse the meeting. He is obliged to put it off; he has to say it was all a joke, or that he did not mean it; or that he must consider his wife and family, who might, as a result of such a fight, be deprived of the family breadwinner. It is as much a mark against the status of the politician who would take on the fellow outside as it is for the amateur swimmer or sculler to enter into the contests of the purely professional. This is the true reason why the doughty Colonel Ryrie could not accept the challenge of Mr. Brown, of the hundred sovereigns. Of course, Colonel Ryrie could be a "sport" under an assumed name. He could be like Mr. Brown, of Newcastle, who races under the name of "Baron." Mr. Ryrie could fight outsiders under the name of "Jones" as a professional, while he retained his amateur status in the House. This, of course, gets right away from our original theme. We started out to show the evolution in political fighting. We have shown how we evolved from words to action. The old saw says that "action speaks louder than words." Apparently, then, we have started to reach the ideal. The proceedings in Parliament may be expected to run something like this in future:—

The Prime Minister: I desire to move the second reading of the bill "to abolish the parliamentary refreshment room." I recognise that the measure contains a very important principle, and after a consultation with the leader of the Opposition we have decided to allot an all-night sitting for its consideration. It has been arranged that the Minister for Defence will lead the Government forces to the attack at 8 p.m., and that the vote of all those able to take part shall be taken at 3 a.m. It has also been decided that after each two-minute round there shall be three-quarters of an hour rest; and there must be no hitting below the belt. I may just say, for the information of hon. members, that both the leader of the Opposition and myself have decided to wear our belts round the tops of our hats.

When our politicians read this point it will only be necessary to get all the Col Ryries, Langfords, McVeas, and other fighters in the country into a party to eternally hold office.

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NEWCASTLE.

The above branch held its monthly meeting on Tuesday night, 11th inst., at Trades Hall, Newcastle.

Re registration. The general secretary submitted and read summary of facts relative to the efforts made to secure registration of the Association.

Re mislaid circular. The Newcastle Branch wrote enclosing a mislaid circular now being distributed by the Tramway Union.

Re Annual Conference. It was resolved that a reminder be sent to branches to submit business for the annual conference of the Association to be held on the third Monday in February, 1914.

Re mislaid circular. The Newcastle Branch wrote enclosing a mislaid circular now being distributed by the Tramway Union.

It was resolved that the general secretary deal with the some through the columns of the "Co-operator."

Re secretaries' salaries. The Sydney Branch wrote in reference to the salaries of branch secretaries.

It was resolved that all branch secretaries be paid according to the schedule adopted on 26th October, 1911—two years ago—until such time as the same is revised.

Accounts as per schedule were passed for payment.

BRANCH MEETINGS.

GOULBURN.

The monthly meeting was held at the Oddfellows' Hall on Saturday, Nov. 8th, the president (Mr. E. Rogers) in the chair, and a moderate attendance of members.

The correspondence was received as read. One new member was elected into the branch, and a discussion arose concerning the resignation of one of our members, and it was explained by the president the resignation could not be accepted until the member had complied with the rules of the Association, and it was decided the secretary notify the member to this effect.

Many complaints have been received of late that the branch report has not been inserted in the "Co-operator," and the matter was brought up at this meeting, and the secretary spoke with regard to reports being sent regularly for insertion, and it was finally decided the secretary write Head Office concerning same, and make through in-quiries, and it was decided to communicate with the "Co-operator" officials.

For some time past we have been in a fix with our traffic members, and the difficulty has been overcome by the appointment of Mr. J. Collins as collector for traffic, and it is hoped by the officials of the branch that traffic members will rally round the Association and allow Mr. Collins to show himself worthy of the job he has undertaken.

Nominations of officers for the ensuing year was then proceeded with, and stands as follows:—President, Mr. E. Rogers; vice-president, Mr. J. Roberts, Mr. F. Tandy, and Mr. G. Warrington; treasurer, Mr. C. Ellwood; secretary, Mr. T. Brooker; trustees, Mr. Rogers, Mr. F. Tandy, and Mr. G. Warrington; auditors, Mr. J. Collins and Mr. T. Slattery; delegates for conference, Mr. E. Rogers, Mr. C. Ellwood, and Mr. T. Brooker.

In regard to the reports of the Goulburn Branch not appearing in the "Co-operator," we may say that for some months there have been none received at this office. Branch reports are always inserted. We are as anxious as Goulburn members to secure their branch report, and any other local matter interesting to railway readers.—Ed.]

ARDGLE.

The monthly meeting of this branch was held on the 7th inst., Mr. T. Keane in the chair, there being a small attendance of members present.

Minutes of previous meeting were read and confirmed.

Correspondence from H.O. re conference business and claims for No. 1 Per. Way Board was on the motion of W. Little, seconded by T. Leonard, allowed to stand over till next meeting.

Moved by H. Webeck, seconded by W. Little, that Messrs. Barry and Sackstrom be admitted as members of this branch; also one transfer, viz., Mr. S. Jensen, from Newcastle Branch.

As the next meeting will be the annual one, the secretary would like to see a full attendance of members to consider claims for the next board, election of officers for the coming year, and other matters; and don't forget to bring your subscription along. Date of next meeting, Dec. 4th, 1913.

WARD CAR AND WAGON BUILDERS ARE UNDED.

(Reply received, that the only one they appear to come under is No. 11, coachmakers, etc.)

From Head Office, re complaints of not receiving "Co-operators"; that names sent on the mailing list, and that fault lies with the postal authorities; and if they still continue to miss getting them, secretary to be notified and general secretary will inquire at post-office.

From same, re No. 1 Board (Rail, Per. Way and Signalling branches), to submit claims for Head Office without delay. Per. Way award expired on November 1, 1913, and Signalling will expire on July 11, 1914, but since last award the boards have been re-grouped, so some case is required to determine under which board the different workers come.

Several extra gangs have already sent in their claims; but where are the fitters and gangers? Are they with us or not? Don't be like last time; join now—don't say "Wait till I see what the award will be"; if you are still going to be like that you deserve all you get.

Make up and get in the vanguard with your mates to help better your existing conditions. It is no good growling after the award comes out; and you have not helped with your contributions and claims. There is no excuse whatever for you men; there are two branches in Newcastle—No. 10 and Per. Way—so you can (like the showman showing Wellington and Blucher), "take the blooming pick."

Now is the time to secure or try to have the same as construction men in regard to wages.

From same, re A.G.M. business. Conference may expect a report from this branch in notices of motion. We have over 20 now ready for our next meeting, 7th and 9th December, which is annual meeting, and election of branch officers. All are asked if they have anything to go before conference, to either let secretary have it or bring it to the meetings as named above.

All notices of motion for the conference must first come before branch meetings.

From same, re fremen, and paying suspension pay to our financial members, as per rule, and to deduct same from quarter's remittance, was well received.

Letter from Mr. Chris Blake, re contribution; also re same, from Mr. J. Mead, and forwarding new member and congratulating association in its resigning back to old name.

Re resignation of Mr. C. H. Richardson was accepted, having joined officers' union.

From secretary Staff Committee, re appointments of candidates, advising that date of appointments for the permanent staff is decided by the chief mechanical engineer in accordance with the requirements of his branch, after the candidate has passed the necessary examinations.

From same, re cleaners at tramway not receiving their increase; that they should first make application to department, for the increase, and give them the opportunity of putting the matter right; if they get refusal, send copies of application, with reply, also names of men concerned, to branch secretary, and the matter will then be taken up in accordance with rule 8. Rigid compliance with this rule is not insisted upon, but it is only fair to first give the department a chance to either grant or refuse your request.

From same, re Cradwick, advising that he is entitled to 9/8 as a packer, and when filling boilers to 10/- per day. If department does not make proper arrangements he must keep his time accurately, and claim the proper amount for time worked at each class of work.

From same, advising that the cases of Mordice and Port Waratah holidays, privilege passes, and Newcastle gas men have been taken up with department; also sending information re boards' constitutions, and advising transfer of J. Edwards, bridge carpenter, from this branch to Singleton.

Letter of thanks from Mr. G. Bray, re increase of wages and back pay was received with appreciation.

Four letters from general secretary to Commissioner re plumbers at H.S.P., re paying award rates and dirt money while engaged on roof of shed at Hamilton, reply being received that matter is under consideration and result will be advised as soon as possible. This is another advantage of all belonging to this one big union, where everybody's interests are looked after and safeguarded.

Some of the sectional unions have issued circulars that they are the only union that can look after your interests, etc. We go one better and say that we are the only union in the service that is recognised, that does look after your interests. Others can say what they like, we are the one bona fide union that does gain concessions to all without threat or "smooch."

Those who joined Per. Way branch from this branch when it opened should think very seriously before joining a sectional union. If you were believers in amalgamation, then you should be now, and for all time. Members do not turn round and join those who for years have been trying to block an amalgamation of the whole of the service, and opposing us for fighting for a decent living wage. These are things that you should not lose sight of. We are banded together in a solid body to assist, not to crush or coerce.

Staff Changes and Promotions

RAILWAYS.

Week ended 8/11/13.

APPOINTMENTS.

Loco. Branch.—Turner: Walter Tavator, Murrumbidgee, Boilermaker; James Murray, Newcastle, Gasman; William Penfrow, Murrumbidgee, Fuelmen; James Day, James Alexander, Murrumbidgee, Cleaners; James Roberts, Aubrey O'Rourke, Hamilton, George Newlands, William Toohy, Jack Lawrence, Arthur Hickey, Herbert Fryer, Murrumbidgee; Horace Rule, David Harrison, Armidale, Call Boy; John Shely, Hamilton; Gordon Adams, Narrabri, West.

Per. Way.—Fettler: Ernest Redemmer, Northern Division.

Traffic Branch.—Porters: Arthur J. Brown, Sydney; William Barry, Ardgie; Ernest Randall, Werris Creek; George Mackintosh, Armidale; Henry Brown, Bullock Island; Cyril Wigglesworth, Newcastle; Joseph Roberts, Claude Alderton, Allan Holland, George Richmond, Thomas F. Curran, Bullock Island; Junior Porters: George L. Smith, Aberdeen; Frederick O'Neil, Dennis Creek; Norman McDonald, Casino; William Hodge, Lismore, Leonard Pottinger, Tamworth.

Signalling Branch.—Carpenter: James C. Lamb, Sydney, Laborer; Edward Eccles, Teraba; Walter Elkington, Waratah; David Cummings, Werris Creek.

PROMOTIONS. Loco. Branch.—Cleaners to Firemen: John Gann, Francis King, Hugh Hannan, Trevellin Maddell, Hamilton; Frederick Hamilton, Murrumbidgee; Stanley Drinkwater, John Adsett, Ernest Rixon, Narrabri, West.

Per. Way.—Fettlers to Gangers: Thomas Winters, David Campbell, Northern Division; George Banna, Lismore.

Traffic Branch.—Shunters to Guards: Henry MacDonald, Newcastle; Goods to Narrabri West; Stanley Leonard, Newcastle; Porters to Shunters: Oliver Key, Armidale to Tenterfield; Lyle Thorne, Lismore; Edward Howard, James Purcell, Bullock Island.

Signalling Branch.—Assistant Signal Sectionman to Signal Fitter, Augustus J. Gilmore, Newcastle.

RESIGNED OR LEFT THE SERVICE. Loco Branch.—Ganger: Alexander Stott, Hamilton, Belt Repairer: John Crane, Newcastle; Cleaners: Alexander Smith, Hamilton; Reginald Williams, Murrumbidgee.

Per. Way.—Fettlers: William H. Vine, Cyril T. Farnham, Alfred W. Durran, George Gellie, Northern Division; James Cusack, Lismore.

Traffic Branch.—Assistant Guard: George Schofield, Newcastle; Porters: George E. Bridges, Bullock Island; Junior Porters: Harold Gilbert, Newcastle; Arthur Kimberley, Newcastle Goods.

Traffic Branch.—Conductors: Owen Foy, Frederick A. Porrett, Robert Johnson, William Moore, Alfred L. Morris, Cecil McConnell, Frederick Nicholson, William J. Taylor, William Aiston, Charles Seddon, Robert Sullivan, George Wade, William R. Kenny, George Ranken, Horace F. Dyne, Thomas Taylor, William Hungford, Thomas W. Macauley, Sydney; James Jackson, Newcastle, Leading Motor Cleaner: Percy O. Megaw, Broken Hill; Carpenter: Isaac H. Stevens, Broken Hill; Junior Motor Cleaner, Robert Ritchie, Arthur Parrott, Broken Hill.

A. Felton was nominated by Mr. J. H. Wooders, seconded by Mr. Farley.

Nominations for delegate to A.G.M. The secretary (Mr. Vore) desired that someone else should have a go, but in the end was compelled again to accept the position.

There being only the requisite number of nominations to fill the position becoming vacant, they were accordingly elected unanimously. It shows the spirit of goodwill existing among Amalgamated men at Randwick that we have such stickers in our branch. There are many others, however, who should be present; they wait until something pinches them, then they will roll up in hundreds and join again, especially if we get back our registration, which most of them are at present holding aloof for.

ROZELLE TRAM TRAFFIC.

The monthly general meeting of this branch will be held at the Globe Town Hall at 10 a.m. on Wednesday next, 26-11-13.

Business.—Receipt of nominations for executive positions, councillor and delegate to A.G. Meeting.

Nominations will also be received branch officers and committee, viz., chairman, two vice-chairmen, secretary, and six committee-men. Branch officials to be elected at the monthly meeting in December.

Propositions for the agenda paper of annual general meeting will be received.

Visitors from other branches cordially invited.—A. C. WALLACE, Branch Sec.

N.B.—Depot reps. and collectors please post notices.

BOGGABI AMBULANCE EXAM.

On Wednesday evening, 5th inst., the railway ambulance examination was conducted by Dr. Roth. The full:—W. P. J. Skelton (S.M. Traffic), 2nd silver medal; W. G. Bennett (Night O. Traffic), certificate; W. E. White (Goods Porter, Traffic), 1st silver medal; A. S. A. Corning (Jun. Clerk, Traffic), 1st silver medal; L. Apps (Platform Porter, Traffic), certificate; William Skelton (Ganger, Per. Way), 2nd silver medal; W. Bashford (Fettler, Per. Way), certificate; Alf. Jones (Fettler, Per. Way), certificate; Arthur Masters (Fettler, Per. Way), certificate;

APPOINTMENTS.

Electrical Branch.—Switchers: Allen N. Thatcher, Sydney, Electrical Juniors: Leonard G. Webb, Sydney, Cleaners: Michael E. Green, David S. Glenn, Electrical Mechanics: Arthur Jephcott, Harry T. Osborne, Frederick W. White, Randwick, Painters: Frederick W. Dixon, Herbert Vapp, Arthur M. Whymark, Randwick, Turner: Henry G. Dickey, Randwick, Shop Boys: Richard E. Lawrence, Chesley W. Armstrong, Randwick.

Maintenance Branch.—Laborers: Herbert B. Beatty, James R. Chambers, James A. Henry, Arthur T. McClelland, Ernest Morphet, George M. Rosbridge, Edward J. Soper, Henry W. Ward, William Barker, Ernest H. Croft, James Curtis, William C. Downey, William Griffen, Alfred N. Gorman, Oscar E. Green, David S. Glenn, Frederick Hunter, George A. Jones, Frederick L. Jennings, Sydney P. King, Arthur H. Lane, Francis A. Lyle, Michael Moloney, John Reed, Frederick Ridyard, Pierre Wall, Alexander A. Waugh, Percy Waetton, Stephen A. Wood, Francis Tuppet, Sydney.

PROMOTIONS. Traffic Branch.—Conductors to Drivers: James Cunneen, Leopold G. Farler, Charles W. J. Soper, Henry Pearce, Harold A. Lee, Robert E. Perry, Sydney.

Junior Car Cleaner to Conductor: George T. McDonald, Sydney.

Electrical Branch.—Cleaner to Laborer: A. H. Neal, Newtown; Leslie H. Goldstein, Waverley; James B. Quinn, Fort Macquarie. Laborer to Pitmen's Assistant: William Coomber, Waverley; Frederick E. H. Shon, Rushcutters Bay; George Spelling, Dowling-street; Edward V. Harris, North Sydney; Pitmen's Assistant to Controllerman: Ernest A. McGeech, Waverley; George T. Rattle, Dowling-street. Laborer to Leading Cleaner: Thomas E. Mayall, Waverley.

Controlman to Junior Car Cleaner: John T. Young, Dowling-street. Foundry Laborer to Lifter's Assistant: Alfie Woodbury, Randwick. Armature Winders' Improver to Turner: Albert J. Jones, Randwick. Shop Boys to Laborers: Arthur B. Kennedy, Randwick.

Maintenance Branch.—Nil.

REMOVALS—RESIGNED OR LEFT THE SERVICE.

Traffic Branch.—Ticket Examiner: Albert Wellington, Sydney, Electric Drivers: Charles P. Bringolf, Alexander J. McDonald, Robert Boyle, Alfred Chapman, William F. Cullen, Thomas O'Brien, Sydney, Conductors: John B. Morris, Sydney E. Foote, Ernest Paskins, Frank T. Wright, Cornelius Blackmon, John T. Ryan, Harold McMahon, Thomas Sheehan, Ernest N. Thomas, Sydney.

RESIGNED OR LEFT THE SERVICE.

Electrical Branch.—Fitter: John J. W. Murdoch, Dowling-street, Cleaners: Walter H. Masters, Dowling-street; Daniel P. Byrne, North Sydney; Horace S. Godbe, Rozelle, Electrical Juniors: Frank C. Jackman, Sydney, Switchers: Oswald Gani, Sydney, Turners: John Mulr, Randwick, Shop Boys: Montague A. Watts, Frank C. Watts, Martin E. Barry, Randwick, Electric Mechanics: Adolph Gutsche, Randwick.

REMOVALS—RESIGNED OR LEFT THE SERVICE.

Maintenance Branch.—Fettler: William Tucker, Sydney, Laborers: William Clark, Walter E. Crummer, William L. Lean, Sydney.

The following candidates have also been selected to compete for the shield on the 29th inst.—W.

CANTERBURY SATURDAY

Albert Maher

WILL BE LAYING ABSOLUTELY THE LONGEST ODDS IN THE LEGER. PROMPT PAYMENT AND FAIR DEALING.

ASSOCIATED RACING CLUBS PONY RACES.

NEXT MEETINGS: Ascot - Sat, Nov. 22 Kensington - Wed, Nov. 26 Ascot - Wed, Dec. 3

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Victoria Park Racing Club. SATURDAY, DECEMBER 6, 1913. ELECTION DAY. LARGE ENTRIES. BIG FIELDS. SPECIAL TRAMS. SPECIAL TRAMS.

BAKER'S STADIUM, Sole Direction Mr. R. L. BAKER. Next Saturday Night at 8.30 p.m. sharp. GREAT INTERNATIONAL LIGHT WEIGHT CONTEST.

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THE TURF. Sparklets from Sportdom

NOTES AND SELECTIONS BY "MUSKET."

Winners at Kensington on Saturday were—Alwyn, Lilyfield, Goldenmore, Roumania, Ida T. Karraha, Sinfeld, and Morille. Socket dead-heat with Alwyn in the first division of the Novice Handicap, but was beaten in the run-off.

The ex-registered cast-off Morille was equal to downing the opposition in the Kensington Handicap last Saturday, after being badly served at the post.

The Armadale Cup was won by Alconner, who won the Epsom Handicap at Randwick recently. He was ridden by the ex-Sydney jockey, K. Braeken. A protest for alleged interference was lodged by the rider of Mountain Princess, who filled second place, but the stewards dismissed the appeal.

The Sydney battler, Cashmore, won the Town Plate at the Wallend races on Saturday.

Barnemy, who won at Gosford early in the week, accounted for the Final Handicap at Wallend last Saturday.

Salve and It's Funny, who won a double for Niel McKenna at Moorefield recently, were both successful at the Bathurst Centenary races on Saturday. Salve won the Blaxland and Evans Handicaps, while It's Funny topped the Centenary Handicap.

Bookmakers had a day out at Kensington on Saturday, when no less than five little backed prads scored.

One of the best hurdlers seen here for some time is Widdon, who should win many more races.

Hymeneal was the "pea" in the Dundas Handicap, but he failed to shape at all well. Brattle led all the way, and gave the tomnies a turn up. Mandowa, who was heavily supported, was one of the leaders at the turn, but he could only get to within half a length of the outsider at the winning post. Relievo was a close third, and just in front of a bunch which included Wild West, Malchester, and King Pharoah.

Miocene held a prominent position at the bend, but he appeared to meet with interference, and dropped back before entering the running.

Laggard was mostly in demand when betting commenced on the Granville Stakes, as at flagfall 2 to 1 was the best on offer about the St. Alwyn gelding. Dinta took up the running shortly after the start and led into the straight. Claud Mimer tackled the leader at the distance, and after a good race to the post he beat her by a head. Ileen Alwyne, who started from an outside position, was a good third, and Miss Mooltan fourth. Eastern Chief filled fifth place, while Pandour came next.

Wyadra, who was always at a shade of odds "on" in the betting, led all the way in the Nursery Stakes and won easily by about a length from Esteban, with Mountain Knight third.

Jolly Malster and Vat were heavily backed, but neither shaped well. The former was one of the first to get going, but Vat began badly. He should do well over a longer distance.

Zens was backed at 2 to 1 in the Rosehill Handicap, but at the "death" 3 to 1 went bogging. Firm dropped from sixes to half those odds. The pacemakers over the early part were Soutioria and St. Albyn, but Firm and St. Carwyne were fighting it out at the half-distance, and the former finishing best won by half a length. Rue Victoria finished well in third place.

A moderate field went to the post in the Club Handicap, the best backed being Lolite, Barlow, and Phosphorus. Phosphorus led at the home stretch from Lolite, Stainer, and Memeret. Phosphorus looked the winner at the half distance, but Stainer finished fast and won by a short length. Memeret was a fair third, and Barlow next.

There were no divisions at Victoria Park yesterday; consequently the programme was a comparatively small one. Wallingford opened at 5 to 2 in the Flying Handicap, but money was responsible for Dalmeij Belle dropping from 8 to 1 to 4 to 1, while Wallingford eased a point. However, at the "death" Wallingford was at 2 to 1, while books could not lay Dalmeij Belle at sevenes.

Fortuna and Uncle Jim were the pacemakers to the bend, but the latter was in front at the distance. Wallingford finished well and recorded a half-length win from Uncle Jim, who was a couple of lengths in advance of Ayrdale. Dalmeij, who was one of the last to leave the post, was just behind the placed horses, while close up followed Yuca, Miss Mona and Dorena.

THE CO-OPERATOR. Sparklets from Sportdom

By "SEARCHLIGHT."

The annual contest among the champions of the various Sydney golf clubs took place on Saturday afternoon, and resulted in a narrow win for T. E. Howard, of the Bonnie Doon Club.

In the Reece v. Gray match, which finished last week, the Australian made a break of 850, of which 848 came from red ball play.

The Ashfield League Bicycle Club's one mile handicap on Saturday resulted in a win for A. E. Parkinson. S. P. Walcott was successful in the Northern Suburbs League 6 furlong event.

The Central Cumberland Club's annual road championship was won on Saturday by S. Patterson, who rode the 18 miles in 47m. 32s.

Some good swimming events were decided on Saturday.

At the Lavender Bay baths, P. Tranquille won the North Shore Amateur Swimming Club's 100 yds. handicap, while A. McAllister accounted for the Rose Bay Club's 50 yds. event.

J. Brand won the Leichhardt League's 100 yds. handicap, while Coulson and Freeman were successful in the Bondi Club's 100 yds. brace relay race.

Miss M. Wylie continued in good form. At the Rose Bay baths on Saturday she won the 50 yds. breast stroke from scratch in 42 secs.

Reece defeated Gray by 525 points in the match of 18,000 up which finished on Saturday in England.

The New Zealand footballers concluded their American tour on Saturday, when they downed an All Californian team by 51 points to 3. During the tour the visitors scored 462 points to 13.

The first deposits in connection with the Barry v. Paddon sculling match have been lodged.

The best bowlers in the first grade cricket matches on Saturday were P. Newton (4 for 29), P. W. Dive (4 for 34), F. Sedgers (4 for 70), and C. C. O'Connor (4 for 100).

At the Sports Ground on Saturday seven athletic clubs contributed 31 events. The South Sydney 100 yds. went to R. J. Fitzsimmons, and the 75 yds. to N. Docker. The Redfern mile was won by H. R. Eldridge, while the 75 yds. went to H. Etheron. W. J. Potter accounted for the running high jump and the 120 yds. hurdle race.

In connection with the East Sydney A.A.C. events, the 100 yds. "Dunn" Shield Test was won by C. R. Hardwood, while the 440 yds. "Dunn" Shield went to the same runner. In each race R. P. Warner filled second place. The 100 yds. occupied 10 2/5 secs., and the 440 yds. 53 3/5 secs.

The following will represent South Australia in the Sheffield matches, commencing at Sydney on December 19:—Bridgeman, Crawford, Chamberlain, Moyes, Mayne, Middleton, Pellow, Rundell, D. M. Steele, M. Steele, Winsor and Whitty.

C. Short put up a good performance in the Hurlstone Park Harriers' programme, his record being five wins out of the six events decided.

The Sydney Amateur Walkers' Club decided a full handicap on Saturday. The first home was E. B. Bishop, but fastest time was recorded by second, and Banderoll third. The latter is N.T.B.

Canley led for just on five furlongs, but Wallingford was in charge at the distance. First Guard, who finished well, was fourth and just in front of Shaftesbury and Morille.

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I have had this catalogue specially prepared for you men who cannot make a special journey to see me. It will help you to decide on the style and cloth best suited to your build, and figure, and purse.

By Ordering your CHRISTMAS SUIT at once, you'll save yourself disappointment.

It's just a matter of about five weeks to Xmas, not a day too long to allow me to put my best work into your suit. The last two weeks is sure to be one big rush, and although I am fully prepared to carry out all orders received, it will please me and yourself better if you will order at once.

DONALD DASH, 755 GEORGE STREET, SYDNEY, AND AT Corner of OXFORD and FLINDERS STREETS, DARLINGHURST.

THEATRE TALK.

THE NATIONAL. A really star turn at the "Nash" is that of Bally's dogs. Most dog turns have been comedy stunts, with plenty of barking accompaniment. This turn is absolutely new. The dogs, painted or dyed white, pose in groups in conjunction with their trainer, and stand for lengthy periods in the most difficult positions.

CRITERION. If the performers are getting tired of their parts in this drama, the public is not yet tired of seeing them, and every night sees the house full to witness the doings and undoing of the gang of "crooks," around whom most of the interest centres.

THEATRE ROYAL. "The Confession," which is being staged at the above-named theatre, is going well and reaping a rich harvest in the shape of packed houses every night in the week. The very popular Eugene Duggan and Harry Roberts, supported by a most able company, are in no small measure responsible for success of this play.

HER MAJESTY'S. The last twelve nights of the Quinlan Grand Opera Company are announced. Music-lovers of Sydney have been more than delighted during the past month or so with the brilliant company, and regrets are to be heard on all sides that they could not tarry a little longer. On Tuesday evening the last performance of Verdi's "La Traviata" was enacted, with Miss Felice Lynne as Violetta.

THE PALACE. Great crowds are flocking to the Palace Theatre to witness the ever-popular Allen Doone, who is now appearing in the "Parish Priest." This is a wonderfully interesting well-produced play, and those who fail to witness it will miss something extra good.

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brief description of this human body. By occupation he is a "souper" out back, and wears larstie side boots, slightly bent over on the heels, the same old grey soot, and nan nan hat, more respectfully termed a "boater." If you desire to become personally acquainted with him, just purchase a ticket for your wife and self, and take a little journey to Bre-warria some Sunday, when you might hear him pouring forth the Gospel in the vicinity of the blacks' camp, and kidding the "jins" in that he can wash them white as snow. At present you might find him over north in search of boom-crangs, tommyhawks, or Oxley's footprints.

"Reggie," also a "souper" on the adjoining farm, says he has acted native companion to a lot on the Blue Mountains. He can stand on one leg nearly all day on the over-bridge near Estbank, and Crane, his pelican-like neck, and squat through that chain of dark dark tunnels, and cop "Mack" having a shave during working hours. So now look out, I give you the straight "griffin," and when supervising the holiday traffic on the Blue Mountains believes in three hot meals a day, with mustard, sandwiches, and Worcester-shire sauce.

"Ginger Rays" says it was merely a clerical error when he ordered a bogie E to load donkeys on at Bundook, being an engine driver previous to "traffic inspector," he thought it was Westinghouse pumps to load, which is commonly called the donkey. (Silly Ass.)

"Ossie" and his gang of special ossifers are doing good biz in their little way, what with spit, smoke and feet on the seats. A certain city P.G. will soon require assistance to cope with the cases, but I would advise a little closer watch be kept on first-classers or higher fry. Jack Dille here considered the meeting was dwindling into a dry rot. He says the land around Bankstown is the best in the world. He happened to be running ahead of time on his suburban jam, and getting home early one fine spring morning, he found his missus wheeling a cauliflower in and one of the girls on each side holding it on with pitchforks, and when questioned as to why she cut it before it was fully grown, he was told the neighbors were complaining about it pushing the fence over. One evening, as the girls were coming home from business, a terrific storm arose just as they reached the garden gate, and taking shelter under one of these cauliflowers, needless to say, neither got wet, although the thunder and lightning shook the whole plantation to the roots. On one occasion he was digging post holes, and left the spud bar in one of these holes overnight and, to his surprise, in the morning he found two pounds of wire nails had grown on the bar, but was greatly upset when he found someone had stolen two of the post holes, and would advise anyone not to leave such articles lying about after dark.

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ANTICIPATIONS.

CANTERBURY.

FLYING. Wild West or Ayr Girl 1 Happy Girl 3

JUVENILE STAKES. Wyandra 1 Hypollite 2 Toybe 3

PARK STAKES. Adar 1 Pompa 2 Floating 3

CANTERBURY HANDICAP. All Good or Zeus 1 Haze 3

STEWARDS' MILE. St. Albyn 1 Hymeneal 2 Phosphorus 3

SHORTS HANDICAP. Minvo 1 King Pharoah 2 Yarrum 3

THE JEROME-ODONNELL DISTURBANCE.

Jerry, although beaten on points, leaves no doubt, by getting disqualified in the 20th.

For a long time Jerry Jerome, the wonderful aboriginal, confined his efforts to his native Queensland, and Sydneysiders were longing for a look at him. Several of his fights here had to be postponed, but now that we have got him there seems to be no getting rid of him. We have seen him up against all kinds of opponents, mostly a winner, sometimes beaten, but never disgraced. He is surely the hardest-working fighter at the game, and he seems to thrive on it.

A week or two ago I mentioned the ever-increasing weights at which he has been appearing, each successive appearance seeing him a few pounds heavier. Now, in spite of assurances as to his solid training and excellent condition, he caps the lot by shaping up against O'Donnell at 12 stone 1 lb. On his first appearance against Dave Smith in

COMPARISON IS THE TEST OF VALUE. LASSETTER'S SKIRTS Challenge Comparison SMART, UP-TO-DATE, ECONOMICAL.

WHITE LINEN SKIRT. This is a new Four-piece Skirt, cut with a high waist, trimmed Fancy White Buttons and imitation Buttonholes. PRICE, 7/6.

LASSETTER'S THE CO-OPERATOR. PUBLISHED WEEKLY. TERMS TO SUBSCRIBERS.

Yearly 5/- posted. Half-yearly 2/6 posted. ARTICLES AND CONTRIBUTIONS. Space will be given for contributions and articles dealing with any helpful subject.

THURSDAY, NOVEMBER 20, 1913.

The State Election and Federal Labor.

We are just now up to our ears in State politics, but we must not, even for the few weeks that is left of this election campaign, lose sight of the fact that within a very few months we may be called upon to do our part to maintain the supremacy of Labor in all Australia.

The Labor Party in all Australia is one, one in political faith and one in social aspiration. The Commonwealth party and the several State parties are but several regiments in the one great army that is fighting for the common good.

Labor in the Commonwealth is engaged in the task of making a new and better Australia. The Federal Labor Government put the Labor platform into operation in Australia, with the result that, although the Government was only in office three years, the worker was within reasonable distance of getting a fair share of the wealth he produced.

We hear a great deal, of course, of the stale cant about "caucus rule," "Labor domination," "class tyranny," and the like. But what has really been done under Labor auspices does not come under attack at all.

In the coming fight hereafter efforts are to be put forth by the monopoly interests. The efforts of the classes are being exerted to prevent popular interference with their selfish interests. The endeavour will be to put a stop to the onward march of the people, and to see that at least no worse thing than has befallen them happens to the despoiling and exploiting classes.

BUCHANAN'S BLACK AND WHITE WHISKY

IS IT INTIMIDATION?

Every election brings forth its crop of complaints. Parties charge each other with all the most likely and unlikely things under the sun, although it generally turns out to be mere talk prompted by prospective or actual defeat.

LABOR v. LIBERAL.

WHAT THE RIVAL POLICIES MEAN.

Broadly speaking, Mr. Holman proclaims a policy of development, and Mr. Wade one of economy. These are the outstanding characteristics. The details of the rival policies are determined by the political faith of the leaders.

On the other hand, Mr. Holman's policy is altruistic. It recognises that there are worthier aims in life than that of making money—the material advancement and the moral and social elevation of the mass of the people, for example.

MISSING "CO-OPERATORS."

Reference has been made many times in these columns to the fact that many members of the association are not receiving their "Co-operator."

WHERE DO THEY GO?

Our friends tell us that at his particular station each week several copies are missing each week, and it has been proved that non-unionists and craft unionists, who have no right at all to the "Co-operator," calmly tear off the wrappers and take other men's copies.

BOTANY ROAD SIDING.

A meeting of the above branch will be held at the Railway Institute on Wednesday, December 3rd, at 8 p.m. Business: Election of officers, delegate to annual conference, 1914, and changing place of meeting to Head Office, as suggested by the general secretary.

SAFEGUARDS FOR RAILWAY EXPRESSES.

The railway disaster at Aisgill, with which every reader is familiar, has given rise to a great deal of discussion all over England. The Rev. Howden, of Norwich (Eng.), writing to the "Norwich Weekly Press," has something to say in regard to safeguards for railway expresses, which many interested readers of the "Co-operator" writing to the editor, the rev. gentleman says:—

Your issue of Monday contained an account of an accident to the Scotch express at Chevington. This coming so soon after the disaster at Aisgill, suggests by the contrasts between the effects of the two accidents, certain considerations which are full of importance for the travelling public and all directly and indirectly interested in our English railway.

"THE CO-OPERATOR"

Members owing 6s. to be Struck Off List

The executive has decided that unfinancial members are not to participate in any of the Association's many services. All members who owe six shillings (6s.) or more will have their copy of "The Co-operator" discontinued at the end of the present quarter.

expresses, was composed of what are technically known as vestibuled cars. The East Coast companies and the Great Central Railway are alone among British lines in employing this very important safety device, though the South-Eastern and Chatham Railway use it on two of their trains, and the London, Brighton, and South Coast Railway on their Pullman trains only.

I happened to be at Lowestoft Station yesterday, and saw a very interesting object-lesson, which I should like to reproduce in every paper in the country. There was a large Great Northern vestibule car coupled to a carriage of another company equipped with the ordinary English type of gangway, and the difference was most noticeable.

You have only to stand in the gangway of any English train and notice the rattling and shaking of the loosely-clipped together disphragms of canvas, and then to compare your sensations in this experience in standing in the comparatively solid vestibule of the American type to be able to appreciate at once the difference.

NEED FOR PROMOTIONS BOARD

For years deep-seated dissatisfaction has existed amongst employees in respect to promotions and advancements. It is a difficult question in many ways, as the man who is passed over, or who is not given a chance, always thinks himself a more capable fellow than the other chap.

EXCHANGE WANTED.

Fettler in a town on the northern line wants to exchange with fettler on the southern line between Bowral and Goulburn, or on the Crookwell line.

RELIEF PORTER, GOULBURN DISTRICT.

Relief Porter, Goulburn district, 8/6 per day, is desirous of an exchange with porter, same grade, in metropolitan district. Anyone desirous of an exchange, communicate with

E. W. RICHENS, Railway, Murrumburrah.

RAILWAY PORTER WISHES TO EXCHANGE POSITION WITH A TRAMWAY CONDUCTOR.

Apply— L.F.X., "Co-operator" Office.

FETTLER, COROWA LINE, WISHES TO EXCHANGE WITH FETTLER ON ANY LINE.

Apply— J. ROBINSON, Fettler, Brocklesly.

FETTLER, HORNSBY, DESIRES EXCHANGE WITH FETTLER ON NORTHERN LINE BETWEEN NEWCASTLE AND TAREE, OR SOUTHERN LINE BETWEEN PICTON AND GOULBURN.

Address— HORNSBY, "Co-operator" Office.

FETTLER, WARD'S RIVER, WISHES TO EXCHANGE WITH ANY FETTLER BETWEEN BATHURST AND COWRA, OR BATHURST AND DUBBO; WIFE TO TAKE CHARGE OF GATES AT 7/- PER WEEK.

Apply— C.W., "Co-operator."

FETTLER, NORTH-WEST LINE, WILL EXCHANGE WITH FETTLER ON THE INVERELL-MOREE OR MAIN NORTHERN LINE.

Apply— FETTLER, "Co-operator."

THE SUPERHEATER ON LOCOMOTIVES.

The demands made upon railway managements for increased speed, and in respect to the ever-increasing weight of loads, are growing from year to year. The reduction of locomotive running miles and simultaneous increase in rolling stock running miles are now the two chief points of the technical and financial economists, as same keeps down the cost of upkeep, and means reduced demand for renewals.

A locomotive fitted with the superheater develops from 33 to 50 per cent. more energy than a similar engine using steam direct from the boiler; at the same time a saving in coal is effected, amounting to 30 per cent., to say nothing of a greater saving in water.

LET THERE BE LIGHT AS BROAD AS DAY ON SUCH MATTERS.

Let there be light as broad as day on such matters. It is the only sound protection in such a large service.—"V.R.U. Gazette."

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WITHDRAWAL AND APOLOGY.

In respect to the article published in the issue of the "Co-operator" of November 13th, 1913, headed "The Amalgamated Registration," "Graham's Fake," "By Claude Thompson, Gen. Sec.," and in compliance with the request of Mr. W. C. Graham, M.L.A., we unreservedly withdraw and apologise for any statements contained in the said article that are held by Mr. Graham to be false and defamatory.

ALFRED A. CATTS, Manager.

WHY? do we call ourselves Sydney's Mail Order Specialists. BECAUSE



do we call ourselves Sydney's Mail Order Specialists. BECAUSE

we have 80,000 feet of Floor-space at half the rent of the Town shop. We buy in the same quantities. At the same price as they do.

and the same guarantee that has stood for years and has built our Mail Order Business up to the level of most Town Houses

STILL STANDS TO-DAY

We guarantee to supply your wants in many cases at Half City Prices, in all cases at a saving of 5s. in the £

The State Stores, Ltd., REDFERN, SYDNEY. Sydney's Mail Order Specialists.

Joys and Toys for Girls and Boys

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Send for Illustrated Christmas Catalogue

THE PLACE FOR YOUR HOME SECURITY FOR YOUR SAVINGS

In the Real Estate Market to-day there is nothing better, either for your home or investment, than the famous

ALTON ESTATE CONCORD

It is now within easy walking distance of Strathfield Station, and is served by electric tram to Harwood, while the travelling facilities will be shortly augmented by the creation of a

NEW RAILWAY STATION

within two minutes' walk of the Estate. The recent establishment in the vicinity of such extensive works as Arncliffe's Electric Factory, Westinghouse Air-brake, Phoenix Iron Works, and the Government workshops, have created an enormous demand for houses and home sites. This should specially appeal to investors, as the

VALUES ARE BOUND TO RISE.

ALTON IS VERY ATTRACTIVE TO THE HOME SEEKER. Its wide, tree-planted avenues, and the beauty of the gently undulating, park-like land is particularly inviting.

PUBLIC AUCTION ON THE GROUND SATURDAY, NOVEMBER 29 at 3 p.m.

VERY EASY TERMS. TORRENS TITLE. Get a Plan and inspect at once. If unable to call, ring up or write for one, and the return mail will bring it to you.

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KING TEA DRINKS BEST. 1s 6d per lb. All Grocers

WEEKLY TALK ON CURRENT TOPICS

BY THE GENERAL SECRETARY.

From reports which are reaching Head Office, it appears that there is going to be keen competition among members for the various branch offices, particularly the positions of delegates to the Annual Conference.

No. 2 BOARD.

As announced in last week's "Co-operator," No. 2 Board has adjourned for a month in order that Chairman Hamilton may go on circuit duty as an Acting Judge of the District Court.

No. 1 BOARD.

As pointed out last week, No. 1 Board embraces all the wages men in the railway quarries, per way, and signal branches, who are not covered by other boards.

ASK ME QUESTIONS.

As Gen. Sec. I shall endeavor to answer, here or in the "Co-operator," any questions on industrial matters which members may desire.

THE LABOR FEDERATION.

The manifesto issued by the Labor Federation on the New Zealand strike has been widely published and favorably commented upon.

ers and General Laborers, and other large unions actively assisting, and the Federation being capably officered, those opposed to working-class action might well view the formation of the organisation with some concern.

THE ELECTIONS.

The State campaign is now in full swing. Nominations have closed and the decks cleared for action.

SOCIAL FUNCTIONS.

The Redfern Branch held another of their series of social functions on Saturday night.

Blackheath Branch is organising a reunion shortly, and have invited President Campbell and myself to attend.

Darling Harbor Branch social will be held on Saturday, 20th Dec.

I know of no better way of stimulating interest in the branches than by social functions of this character.

WHO WANTS MONEY?

There was a certain amount of money collected in aid of the men who were fined for the alleged strike at Darling Harbor.

PRESENTATION TO MR. W. A. CUNEO.

After the above meeting had closed, Mr. Denis Macguire, on behalf of the subscribers, representing loco, traffic, and signalmen, presented Mr. Cuneo with a gold watch as a mark of their esteem, and appreciation of many kind acts and good work done in the interests of the men and for the service generally.

"ALL GRADES" IN THE WEST.

The general secretary of the West Australian Amalgamated Society of Railway Employees has forwarded me a copy of the 15th annual report.

fore the Arbitration Court. Of these, eight were successful, seven were lost, one withheld, and seven deferred.

SNAKY SECTIONALISM.

Phil Hunt, in his report, deals with this attempted dislocation of the railway service.

"It is too late in the day to preach the gospel of sectionalism, and it clearly shows how far removed such men are from a realisation of the needs of our time, when we read the utterances of the leaders of the workers all over the world.

REDFERN RALLY.

GENERAL SECRETARY ON UNITY.

In the course of his speech at the Redfern smoke social on Saturday last, the general secretary (Mr. C. Thompson) dealt with the question of unity among railway men.

No. 2 BOARD.

ALL CONCERNED, ATTENTION!

All members interested in No. 2 Board who have any helpful suggestions to offer are invited and especially urged to attend a meeting to be held at head office on Monday, December 1st, at 8 p.m.

It is necessary to make proper preparations for presenting evidence, and all who can assist should do so.

STEPHENSON MONUMENTAL FUND.

A committee of the J. H. Stephenson Memorial Fund was held at Macdonald Station on Sunday morning, November 9th, to wind up the movement sine die.

Present: Mr. Denis Macguire (chairman), Mr. W. A. Cuneo (treasurer), Mr. John Hill (secretary), Mr. Frank Dyer (loco), Mr. John Pym (signalman), and apologies were read from many others.

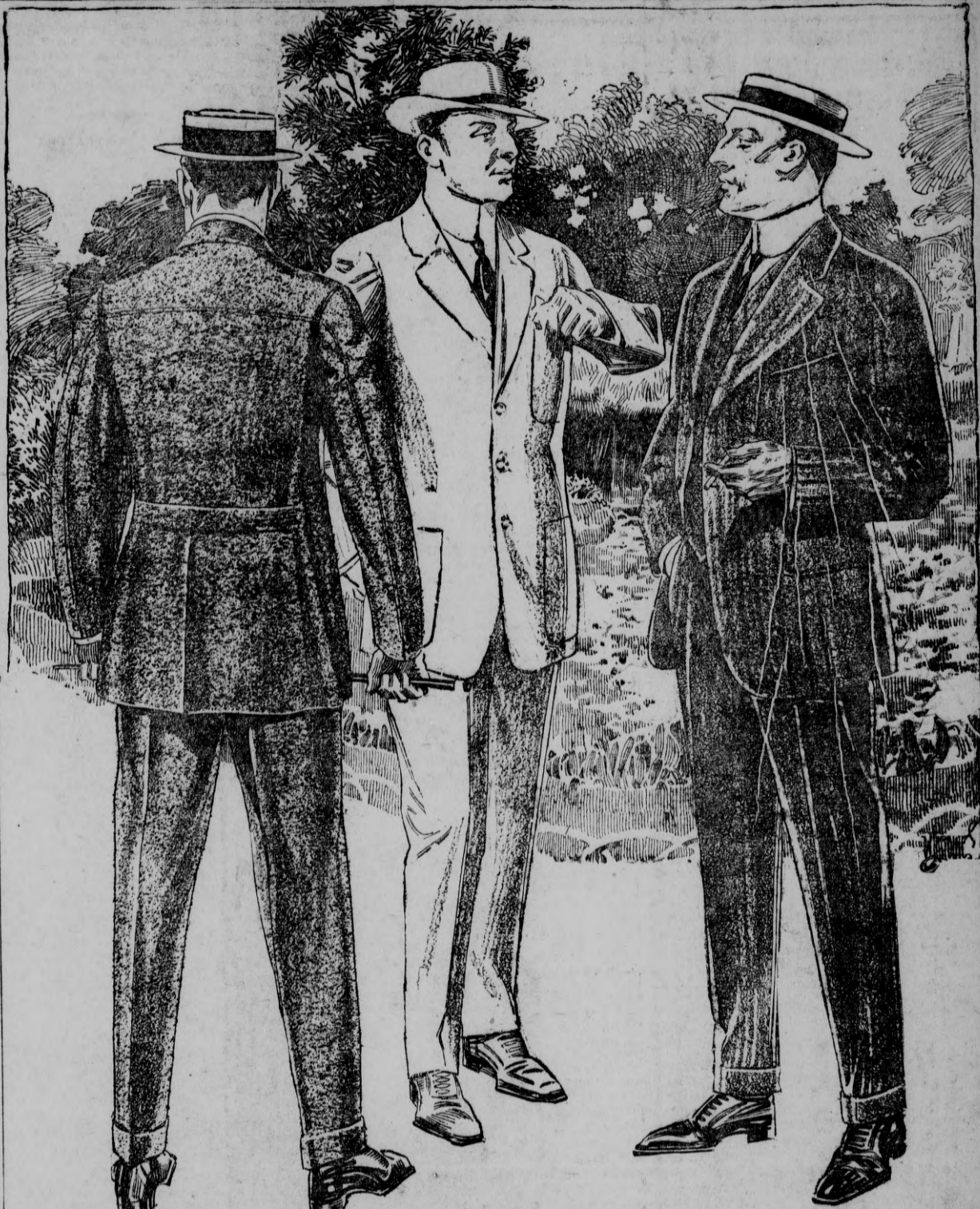
The minutes of the previous meeting were read and confirmed, Mr. Dyer moving and Mr. Pym seconding.

ELECTRICITY ON TRAINS.

Says the Brisbane "Standard":—"It is interesting to note that so far as the lighting and general safety of the Queensland train system goes, we take a lead over the Southern States.

LANDLESS AND TOOL-LESS.

The people are landless and tool-less. Before they can have bread to eat they must have the use of land and tools.



"Austral" Ready-to-Wear Clothing

You will be the only person who will know they are ready-made. Our suits are cut in the very latest fashion, and in style, finish, and material are equal to most and superior to many tailor-made suits.

SAC SUITS.

No. 1. Tweed Sac Suits, in all the latest styles and newest colorings. A splendid assortment of patterns, in Marrickville and English Tweeds, and Fancy Worsteds.

Two-piece Flannel Suits

No. 2. Made in Plain and Stripe, Light, Medium, and Dark Flannels; also fancy mixtures, in Fawn, Green, and Grey shades.

Two-piece Washing Suits

Made in Oatmeal Crash, Mercerised Repp, Plain and Stripe Holland, Plain and Stripe Tussorette; Latest Styles. Coat with seam and vent, or plain backs, 3 patch pockets, detachable buttons.

Two-piece Sporting Suits, English Make

No. 3. The newest style in lounge suits. Coat with yoke shoulders and belted back, 2 Patch Breast and Shirt Pockets.

Men's Ready-to-Wear Trousers

White Duck or Drill TROUSERS 4/11, 6/6, 7/6 Special Quality Duck or Drill TROUSERS 8/6, 9/6

"Austral" Summer Coats

White Drill, Step or Patrol Collars 4/11, 6/6, 7/6, 9/6 Black or Stripe Alpaca, Smartly Cut, Vent Backs, all sizes, 10/6, 12/6, 15/6, 17/6, 18/6

Men's Fancy Washing Vests

A Splendid Assortment of Up-to-date Styles and Patterns 4/11 Fancy Washing VESTS, in Drill, Flannel, and Cashmere. 6/6, 7/6, 8/6, 10/4

"It's Good—if it's Gowings'."

Gowing Bros.,

"PIONEER DISTRIBUTERS OF AUSTRALIAN GOODS."

484, 486, 488, and 490 George St.; and 3, 5, 7, 9, 11, 13, 15, 17 Royal Arcade, Sydney

There's a Clear Road to Christmas

A short span of a few weeks and you will be working under a full head of energy. Xmas, means cutting plants and cutting means work for your teeth.

WILL YOUR TEETH STAND XMAS DUTY? Just let me look them over NOW—in ample time—so that any needed repairs can be effected before they are put to full working capacity.

Dentist REANEY "Expert in Difficult Extractions."

8 Oxford St. Opens till 6 p.m. Daily 1 p.m. Saturdays. 14 City Road opens till 9 p.m. Fridays.

Why not trade Locally and save Money and Trouble? Every Eastern Suburbs man who goes to the City for his Suit will come here and let us show him how much better he could have done by buying locally.

SAC SUITS from £3/3/- We supply everything in Menswear a man requires—not only cheaper but better—test us.

NICHOLSON & GAMBLE, 330 Oxford St., :: PADDINGTON.

Weighed only 9 lb.

"My little daughter was so ill that she had to be carried on a pillow until 11 months old and only weighed 9 lb. Thanks to SCOTT'S Emulsion, at 18 months she could walk, talk, and had all her teeth. She is now two years old and weighs 26 lb., yet everyone thought she would be a life-long invalid. Her robust health is remarkable testimony to the wonderful curative power of SCOTT'S Emulsion."

SCOTT'S Emulsion



Every package of the genuine SCOTT'S bears the fishman trade mark.

WE SELL THE GENUINE EDISON PHONOGRAPHS,

the wonderful instruments that bring right into YOUR OWN HOME a wealth of music, melody and entertainment.

Our large and varied stock includes good reliable models from £3.10.0, and we have thousands of EDISON RECORDS to choose from. Write now for Illustrated Catalogue, which describes fully these great entertainers; also our monthly Record lists—they are most free.

Palings 333 GEORGE ST., SYDNEY. and at Newcastle, Lismore, &c.

THE HOUSEWIVES' ASSOCIATION WITH WHICH IS INCORPORATED THE "CO-OPERATOR" TOWN SHOPPING DEPT

Arrangements have been made for the conduct of an Association of mutual help to all women. Questions concerning women's interests will be answered. Any correspondence marked confidential will be treated as such.

Address all communications: THE HOUSEWIVES' ASSOCIATION, C/o "THE CO-OPERATOR," 431 KENT STREET, SYDNEY.

FASHION FANCIES.

SPLIT SKIRTS AND EXTREME STYLES.

The clergy of America and the Legislatures of several American States are waging war against the fashions of split skirts and décolleté in the daytime. Locally, the clergy and Legislatures have not shown any similar intention, although some of the tresses frocks now being worn might not unreasonably induce them to adopt similar methods.

STYLES FOR LITTLE GIRLS.

Without accepting all the monthly catenisms of Paris put out from France, we may with due respect note what France has to say in regard to styles for little girls.

For the tiny girls from three to seven years old the frocks are made very low-waisted—if one may dignify by the name of waist the position of the sash which generally cuts the silhouette into two unequal parts.

TESTING OVEN HEAT.

For those who do not use a thermometer or cannot judge of the heat by the "feel" of the oven air against their cheeks, an old-fashioned method is to test with flour or writing paper, the degree of color attained in a certain time marking the five degrees of heat necessary for general cooking.

There is no longer any trace of the stiff appearance that children used to have. They are now happily able to forget that they have on a fine frock when they are playing, for their frocks are now designed so that they may be quite at their ease, and care is only taken that their juvenile grace may be adorned, not hampered.

HOW TO KEEP BUTTER COOL.

A HINT TO HOUSEWIVES.

This is one of the most serious difficulties the housekeeper of average means has to face just now. A constant supply of ice, if one cannot afford a refrigerator, is an easy and a satisfactory solution of the puzzle.

Fortunately the larder has a life floor, which does retain some measure of coolness even on a hot day. On the first broiling morning I went into the room, puzzling over the butter, a fresh supply of which I had to put away.

THE NEW PLATE COOKERY.

SOME GOOD RECIPES.

One of the great advantages of this cooking in a small space is that it may be achieved on a chaffing dish, a gas ring, an alcohol lamp, an oil stove, or an electric stove.

STEAMED LAMB CHOPS.

Two lamb chops, one tablespoonful of butter, seasoning of salt and pepper. Butter a plate or a deep dish. Season the chops lightly with salt and pepper.

STEAMED FILLET OF CHICKEN.

Butter a plate, place the breast or other tender parts of a chicken on it, and sprinkle over with salt and pepper. Cover with another buttered plate, or with the lid of a muffin-dish.

MIDDY SARDINES

Finest Selected Summer Caught Fish packed in the purest olive oil or wholesome tomato sauce. All Good Grocers Sell Them.

GARDEN NOTES

(BY BROCCOLI)

FLOWER GARDEN.

A good many of the spring flowering shrubs have now ceased blooming, and may be cut back to promote growth for the following season's crop of blossoms.

KITCHEN GARDEN.

Although tomatoes are now well advanced in commercial gardens, it is not too late to put out plants for a late crop.

THE ORCHARD.

In comparing the appearance of an orchard to-day with that of, say, ten years ago, one striking difference is the absence of bandages on the apple and pear trees.

THE FIRST VIOLIN.

By JESSIE FOTHERGILL.

BOOK IV. CHAPTER II.

So calm, so matter-of-fact was his manner, so indispensible did he seem to think his proposition, that I half rose; then I sat down again.

HELPFUL HINTS.

BY THOSE WHO HAVE TRIED THEM.

To Clean Pots and Pans.

An ordinary clothespin, split in two, is an excellent utensil for scraping out cooking vessels.

To Avoid Spots.

Put a ruffle on the bottom of all kitchen aprons. You will be surprised how many drops and spots it catches which would otherwise land on your skirt below the hem of your apron.

To Bake Potatoes.

If your oven is in use, try baking your potatoes on top of the stove. Put them on an asbestos mat and cover closely with a large basin.

Mold on Cheese.

If you need to keep cheese for any length of time you may prevent mold from appearing on the cut surface by coating it thinly with butter.

To Clean Pots and Pans.

An ordinary clothespin, split in two, is an excellent utensil for scraping out cooking vessels.

To Avoid Spots.

Put a ruffle on the bottom of all kitchen aprons. You will be surprised how many drops and spots it catches which would otherwise land on your skirt below the hem of your apron.

To Bake Potatoes.

If your oven is in use, try baking your potatoes on top of the stove. Put them on an asbestos mat and cover closely with a large basin.

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RAILWAY AND TRAMWAY SUPERANNUATION. THE OCTOBER MONTHLY BOARD MEETING.

(REPORT BY J. H. CATTS, M.H.R.)

The Railway and Tramway Superannuation Board met on Friday, October 24th, 1913, at 2 p.m. There were present: Messrs. T. R. Johnson, Chief Railway Commissioner (chairman), Dr. Perkins, Mr. Warden, Savings Bank Commissioner, and D. C. Simpson, Railway Divisional Engineer (Government nominees), and J. H. Catts, M.H.R., and C. Brown (Railways) and C. Peters (Tramways), elected employees' representatives.

CASES FOR FURTHER CONSIDERATION.

Lumsden Bell, driver, Locomotive Branch, Railways, 15/- per day; service, 39 years 3 months. Application to be retired. Question of proof of age held over from two meetings. Further report now from the Chief Mechanical Engineer, and further statement from Bell.

After lengthy consideration it was resolved to accept proof of age as submitted by Mr. Bell. His retirement was therefore agreed to, and directions were given for the pension to be computed.

Robert Tucker, blacksmith, Locomotive Branch, Railways, 12/- per day; age, 53 years 3 months; service, 17 years 1 month; pension approved on 22-8-13. Question now raised as to gratuity under Section 116.

Mr. Tucker's case was very fully gone into. He claimed that his breakdown in health had been caused by a severe strain. The department reported that there was no record of an accident. It was reported that the Chief Commissioner had agreed to pay Mr. Tucker during the period he was off sick. In view of the fact that no direct evidence was forthcoming as to the accident, the Board considered the matter had better rest upon the action to be taken by the Chief Commissioner.

James Mann, ganger, Railways, 10/- per day; age, 55 years 8 months; service, 31 years 4 months. Report of Medical Board.

In view of the report of the Medical Board appointed as to Mr. Mann's physical condition, it was considered there was no alternative but to agree to the retirement. It was therefore resolved that a pension be granted, and that the amount of same be computed.

After lengthy consideration, the full facts pro and con, being gone into, it was resolved that a pension be granted, to be made up by the Board's actuary.

Mrs. Ellen Tomkins, rest house attendant, 15/- per week; age, 56 years 3 months; service, 15 years 7 months. Marriage certificate supporting the age records, and further report from the Railway Medical Officer.

After fully reviewing the reports to hand, the Board were quite satisfied with the proof of age, and resolved upon the granting of a pension.

NEWLY-ELECTED MEMBERS. Government Gazette No. 161 (8th October, 1913), notifying the election of James Howard Catts, Ewen Donald Campbell, and John Leslie Chambers as members of the Board, was accepted and recorded.

A GATEKEEPER'S RETIREMENT. Mrs. Martha Whitton, platform attendant, Bugbillone, 10/- per week; age, 33 years 6 months; service, 4 years 3 months. Left the Service in consequence of the transfer of her husband, who is a permanent way employee. Submitted for a gratuity equal to refund of contributions.

It was resolved that contributions paid into the fund amounting to £1 5s. 2d. be paid in the form of a gratuity to Mrs. Whitton.

A DISPUTED RETIREMENT. Frederick A. S. Baldry, late porter, 8/6 per day; age, 26 years; service, 3 years 9 months. Gratuity of £15 under Section 117 (a), paid 30-7-13. (Medical certificate showed "epileptic fits.") Now appeals against decision.

In this case very lengthy and earnest consideration was given. The medical testimony was positive, and the Chief Commissioner for Railways said he had decided not to employ Mr. Baldry. The Board not having the power to compel the Chief Commissioner to employ Mr. Baldry, could only refuse to pay the gratuity if not satisfied that the retirement was based on good medical grounds.

It was agreed, therefore, that the only thing that could be done by the Board in Mr. Baldry's favor was to see that he was allowed the £15 voted previously.

LEGAL DECISION. A reply was received from the Minister to the Board's letter of 23-9-13 pointing out the effect of the legal decisions as to the meaning of Section 116.

It was resolved to allow this matter to remain in abeyance until next meeting, to allow of copies of the letter to be submitted to members of the Board for their mature consideration.

BOARD MEMBERS. Notice of motion by Mr. J. H. Catts, M.H.R.—

(1) "In view of the fact that the

Railway Service Superannuation Board administers a fund covering upwards of 20,000 public servants, with an income in the vicinity of £50,000 per annum, the members of the Board should be remunerated for their services."

(2) "Consequent upon the adoption of No. 1, the Minister for Railways be communicated with in accordance therewith."

It was pointed out by the mover that the Government provided for remunerating the Board members in the Public Service Superannuation Board recently submitted to Parliament, whilst it did not cover in its scope more than half of the number covered by the Superannuation Scheme of the Railway and Tramway Service. A gratuity a sitting member would only amount to about £90 per year, or two guineas to £180 per year, out of an income of £50,000. The fund was a business scheme, not a charity. He (the mover) had a good deal of work to do in connection with the Board apart from attending the meetings. The matter should be placed before the Government for their consideration.

Dr. Perkins, in seconding, said that the medical profession, especially those doctors with good practices, gave a great deal of their time to unremunerated work in connection with charities and public hospitals. He therefore thought that a business scheme like the Railway and Tramway Superannuation Fund should pay for its administrative work.

Mr. Warden opposed the motion. He was not allowed under the Savings Bank Act to take up other duties. If the motion were put into effect, therefore, he would have to resign.

Mr. Simpson stated he knew it was the intention of the Warden Government that there should be an allowance to Board members. The matter had been overlooked by a change of Governments just when the Act was being put into operation.

Mr. Brown supported the motion. Upon being put the resolution was declared carried with one dissentient.

SECRETARY'S RESIGNATION. The resignation of Mr. P. T. Finnigan as secretary to the Board was received and accepted. On the motion of Mr. Catts, seconded by Dr. Perkins, it was unanimously resolved that a minute be placed on record acknowledging the valuable and able services rendered to the Board by Mr. Finnigan, and that a copy of the same be forwarded to Mr. Finnigan.

RETIREMENTS UNDER 60. (Over 10 Years' Service—Pensions.)

Table with 4 columns: Position, Rate, Age, yrs. mos., Service, yrs. mos.

W. H. Eccleston, Officer-in-charge Traffic Trams Branch, £300 p.a., 58 10 29 6

A. Cresse, Crane Driver, Loco. Railways Branch, 11/- p.d., 58 6 31 5

C. J. Ferguson, Clerk, Traffic Railways Branch, £170 p.a., 31 9 15 8

A. E. Dallimore, Pitman, Electric Trams Branch, 10/- p.d., 42 10 12 8

R. T. Boyle, Electric Driver, Traffic Trams Branch, 10/- p.d., 34 1 12 1

F. Robey, Inspector, Per. Way Branch, 57 0 0 0

W. Nolan, Fetter, Per. Way Branch, 54 0 31 0

The medical certificates being found satisfactory, retirements were agreed to in each case. In the case of Robert Boyle, the case is to be reviewed in six months' time, and in the cases of Messrs. Ferguson, Dallimore, Roby and Nolan, the cases are to be reviewed in 12 months' time.

RETIREMENTS UNDER 60. (Less than 10 Years' Service—Gratuities.)

Table with 4 columns: Name, Position, Rate, Amount.

Frederick Gorman, Porter, Traffic Railways Branch, 8/6 p.d., 23 5 1 8

Aubrey Bowyer, Shunter, Traffic Railways Branch, 9/6 p.d., 24 4 6 0

The two retirements were agreed to after considering the facts carefully. A gratuity of £11 1s. 8d. was granted in the case of Mr. Gorman, and £74 6s. 9d. in the case of Mr. Bowyer.

RETIREMENTS OVER 60. (Pensions.)

Table with 4 columns: Name, Age, Service, Amount.

The following retirements of employees over 60 years of age were agreed to:—

Table with 4 columns: Name, Age, Service, Amount.

EMPLOYEES DECEASED. The legal representatives of the deceased in the following cases were ordered to be paid the amount of contributions subscribed, together with 3% per cent. interest. The interest is included in the amounts named:—

Table with 4 columns: Name, Age, Service, Amount.

DISMISSALS FOR MISCONDUCT. J. Grady, railway per. way, Wingelo. Dismissed for improper use of tricycle and other minor offences. Appeals to the Appeal Board and Chief Commissioner dismissed. Contributions paid to the fund, £5 17s. 6d. Mr. Catts moved the amount be refunded. No seconder. Lapsed.

L. W. Rees, porter. Dismissed for travelling between Junee and Coomandra without pass or ticket, and other offences. Contributions paid to the fund, £4 4s. 9d. Appeal to the Appeal Board dismissed. No appeal to the Chief Commissioner. Mr. Catts moved the amount be refunded. No seconder. Lapsed.

P. Culhane, dismissed on a somewhat similar charge as in the preceding case. Appeal to Appeal Board dismissed. No appeal to Chief Commissioner. Contributions paid, £5 18s. 9d. Mr. Catts moved to refund. No seconder. Lapsed.

F. W. Davy, shunter, dismissed on a charge of quarrelling with a porter. No appeals to Appeal Board or Chief Commissioner. Contributions paid, £4 4s. 1d. Mr. Catts moved to refund. No seconder. Lapsed.

J. R. Milgate, tram conductor, dismissed for a breach of regulations in connection with £1 change. Appeals to the Appeal Board and Chief Commissioner dismissed. Contributions paid, £3 1s. Mr. Catts moved the amount be refunded. Secondered by Mr. Brown and carried.

H. L. Askey, dismissed for being absent without leave. Contributions paid, 9/2. Mr. Catts moved to refund. Secondered by Mr. Brown and carried.

A. B. Gordon, tram conductor, dismissed on a charge pertaining to the issue of fares. Appeal to the Ap-

peals Board dismissed. Alleged loss to the Department, 2d. Contributions paid, £1 17s 5d. Mr. Catts moved to refund £1 17s. No seconder. Lapsed.

R. C. Lappin, dismissed on a charge of insubordination at Randwick. Appeals to the Appeal Board and Chief Commissioner dismissed. Contributions paid, £2 2s 6d. Mr. Catts moved to refund. No seconder. Lapsed.

S. E. Prosser. Dismissed on a charge similar to the previous one. Contributions paid, £8 8s. Mr. Catts moved to refund. No seconder. Lapsed.

S. Farrand, tram conductor, dismissed in connection with a "serious" cash fare irregularity. Contributions paid, £1 1d. Mr. Catts moved to refund £1. No seconder. Lapsed.

D. Route, dismissed on a charge of failing to hand over lost property. No loss to Department. Contributions paid, £1 17s. Mr. Catts moved to refund. No seconder. Lapsed.

L. R. Stokes, dismissed on a charge of collecting from a passenger an amount in excess of the proper fare. Alleged loss to the Department, 5s. Contributions paid £4 6s 4d. Mr. Catts moved to refund £4. No seconder. Lapsed.

H. J. Hardman, dismissed for being absent without leave. Contributions paid, 4s 8d. Mr. Catts moved to refund. Secondered by Mr. Brown, and carried.

J. Butler, Quirindi, dismissed for being absent without leave on September 19 and 20. Contributions paid, £5 0s 4d. Mr. Catts moved to

refund. Secondered by Mr. Brown and carried.

J. Harris, porter, dismissed on a charge of making an untruthful statement. Contributions paid, £2 1s. Mr. Catts moved to refund. Secondered by Mr. Brown and carried.

H. J. Peckman, dismissed for being absent without leave, and other charges. Contributions paid, £6 11s. Mr. Catts moved to refund the amount. No seconder. Lapsed.

H. J. Pilcher, junior porter, dismissed for insubordination—refusal to sweep carriage. Contributions paid, 7s. Mr. Catts moved to refund. Secondered by Mr. Brown and carried.

W. H. Doran, dismissed for insubordination—refusal to scrub carriages. Contributions paid, 14s 2d. Mr. Catts moved to refund. Secondered by Mr. Brown and carried.

R. B. Dutton, dismissed for being absent without leave. Contributions paid 11/10. Mr. Catts moved to refund. Secondered by Mr. Brown, and carried.

G. Pearson, dismissed for being absent without leave. Contributions paid 3d. No order.

A. H. Hognow, dismissed for being absent from his tram at the Randwick racecourse. Contributions paid £1 15s. Mr. Catts moved to refund. No seconder. Lapsed.

A. C. Wadd, Tramways, dismissed for refusing to obey the instructions of Foreman Napier. Contributions paid £2 3s 10d. Mr. Catts moved to refund. No seconder. Lapsed.

MEDICAL ACCOUNTS. An account of £2 2s each to Drs. McCulloch, Corlette and Davidson were passed for payment.

NEXT MEETING. It was resolved that the next meeting be Friday, November 21st, at 2 p.m., when the two new Board members, Messrs. Campbell and Chambers, will take their seats. The meeting then adjourned.

WERRIS CREEK. PRESENTATION TO MR. A. WORRAL.

A pleasant little meeting of members of the local branch of the Amalgamated R. and T. Association and their friends took place at the residence of Mr. Fred Worrall on Saturday night, the 15th inst. The object of the meeting was to do honor to Mr. A. Worrall, who for eight and a half years was secretary of the local branch of the Association, but who has been compelled to relinquish the position owing to his removal to Taree. It was decided to recognise the services of Mr. Worrall by making him a present of a gold Albert and an Association emblem, and the presentation of a little address.

Mr. Gallen, the local S.M., who is always ready to identify himself with these little social events of the employees, very kindly consented to make the presentation. In doing so he said it afforded him very great pleasure indeed to present to Mr. Worrall this evidence of the goodwill of his fellow-employees and their appreciation of his efforts to better their condition. The time was now when no man need be afraid to openly acknowledge the fact that he was a member of a union. It had not always been so, and men like Mr. Worrall, who had taken upon themselves the duty of agitating for the betterment of the conditions of their fellow workers had had frequently to suffer. However, he believed that day had gone for ever. Sometimes one might think that those unionists went to extremes. In those cases it was a pity that they did so, because everyone then must suffer. When a medium and sensible course was adopted the benefit of belonging to a union could not be gained. He had much pleasure in handing Mr. Worrall the address—the work of the son of one of his mates—and the other valuable present, the gold chain and emblem. He hoped he would live long to enjoy the wearing of the one and the contemplation of the other. (Applause.)

Mr. Worrall, in thanking the members and his friends for the present, said he very much appreciated this evidence of their goodwill and friendship. He had worked for the Association simply because he believed in it and liked it. Since his first connection with it the Association had had many ups and downs. He himself had been loyal all the time. It had not yet out of troubled waters. However, one result of these reverses was, it had shown which of the members were good and true. He was glad to know there were many of them. Now that he was settled in Taree it was his intention to get a branch going there. He concluded by thanking them for their very nice presents, and the company rose and sang to musical accompaniment, "For he's a jolly good fellow."

Mr. J. Supple, the secretary-elect for next year, rose and proposed the toast of "The Amalgamated Association," coupled with "The Co-operator." He said it was a "good old Association," and had done good work for the railway men. It was not possible to think of the "Amalgamated" without also thinking of Mr. J. H. Catts, M.H.R., its late General Secretary. He was Mr. Catts they had to thank for building it up into a real live and strong union. Since then it had, as Mr. Worrall said, had its reverses, and they would be overcome. He was satisfied that in their present General Secretary they had a good man—as good as could be got anywhere. He, while Mr. Gallen was present, would like to draw his attention to a remark dropped by a previous speaker about Sunday apparel. It was no use having Sunday "togs" if a man was always being "Shanghai'd" to places like Narrabri and other desert places for Sunday.

Mr. Gallen explained that Sunday duty was now cut down to a minimum. Unfortunately, he himself had to do a deal of Sunday duty, and had to be on duty next morning. As he wanted to get home in time to clean his "Sunday boots," he hoped they would now excuse him. Mr. Gallen was called away from his work to make the presentation, but before leaving was heartily thanked by those present for attending. After partaking of the good things provided, and a few more toasts spoken to by Mr. Edwards, Mr. Wood, Mr. Supple, the secretary, and others, the company adjourned to the drawing-room where harmony was indulged in for the rest of the evening. Mrs. Supple, Mr. Southall, Mr. Newcombe and Mr. Peter McEwen, who gave some clever imitations of Harry Lauder assisted in the entertainment. Miss Russell, at the piano, accompanied the singers very efficiently. The evening was brought to a close at 12 p.m. by all joining hands in the singing of "Auld Lang Syne." Expressions were general that a very pleasant and successful evening had been spent by everyone.

Mrs. F. Worrall went to a lot of trouble in preparing the good things put before the company. The results gave her every credit.

POULTRY NOTES. (By "LEGHORN.")

EGG LAYING. LIMIT OF PRODUCTION. At a conference of poultry breeders held in Sydney, the following paper by Mr. J. B. Merrett, of Christchurch, N.Z., was read. Mr. Merrett said: "In the rapid advancement of the poultry industry and the development of the laying hen, we are apt to overlook the fact that effects on our flocks; the ambition to extract the highest total from lay-ers is fostered without regard to the penalties that Nature is sure to demand. The hen that is forced to produce 250 eggs per year must be fed in such a way that in order to provide egg material she impoverishes the other organs of her body. This procedure must carry its penalty, and there are evidences to-day that this is enforced. The desire for numbers can only be gratified at the sacrifice of those characteristics it is desirable for us to retain if our poultry are to become producers of healthy stock. It is being clearly manifested that there are limitations in egg production, and the warnings are held up to us in various ways.

A deterioration in the Quality of Eggs.—It is impossible for a hen to increase its egg supply to 250 and retain the quality of size. Small eggs, many of them being unmarketable, are strongly in evidence. A glance at the egg basket from any of our competitors, reveals the fact. When weights are analysed it is seen that some hens laying 1300 eggs in the year lay as great a weight as those laying 1450. A small egg is undesirable for the market, and while we may increase the number Nature demands the penalty in small unmarketable eggs. Our best stock are raised from the best eggs, and it is obvious that much of the weak stock of to-day is due to the fact that small eggs are being used for reproduction.

Ovarian Troubles.—The number of cases reported, both from competitions and private yards, is a significant sign that egg-laying may be overdone. Protrusion of the oviduct is so common now compared with a few years ago that it is evident Nature is showing its revolting spirit. The egg-producing functions of the hen are so sensitive that over-stimulating and over-feeding are bound to create ruptures. The egg-laying tests show these cases to be more numerous now than ever they have been, and poultry breeders everywhere complain of the frequency with which the complaint has to be treated. To continue in this way will result in heavy losses, and a greater number of cases of this kind may be looked for each year.

Faulty Incubation.—Most breeders conceal the number of failures they have with their eggs. Thousands of eggs are put into the machine and found to be infertile, while thousands of others fail to hatch, even though chickens have been formed in them. This serious loss should teach us to investigate and ask whether it is a better policy

to have fewer eggs and more chickens. There may be one of many things to prevent good hatches, and the general cause is the weakness of the parent stock whence eggs have been obtained.

Weakly Chickens.—The losses of chickens that die before they are a month old are enormous. In many cases we find the cause sheeted home to the parent stock. To have healthy, strong chickens there must be a retention of strength to enable the eggs to be produced that will result in chickens of vitality and vigour. There is nothing so distressing as to hatch out apparently healthy chicks, and four weeks after hatching the obvious signs of weak constitutions, loose feathers, inactive eye and a tendency to go off food. The sad tale of many poultrymen to-day is the loss of their chickens due to over-forced parentage. In addition to these symptoms the chicks are more susceptible to chills, and the poultryman has to be doubly careful in his attention to temperatures. Just as the pullets near maturity the trial of strength again takes place. Signs of weakness are evident, and there are many birds that fail to reach the laying stage without showing an impaired constitution. There are other penalties that have to be paid in an increased death rate, susceptibility to catarrh and roup, so that while we may increase our egg supply temporarily, the penalties do not warrant our doing so.

There is a safe procedure for all poultrymen to follow, and that is the gradual increase of the general average of the flock. This may be done with safety. Discrimination must be used to select the hens that lay a fair number—say, 180 to 200 eggs in their first year. The eggs should average 2oz. There must be no signs of weakness in the egg-producing organs, or any sign of weakness in the constitution. Our egg-laying competitions have taught us their best lesson in the gradual increase of laying hens, but the chase for numbers has resulted in a disregard for the average layer, and breeders have been tempted to look in the individual pens of high records, or the progeny from them, with the result that our flocks on the whole are deteriorating. A close study of egg production assures me there is much in the system of feeding. The healthy hen must respond to the egg materials that are given her in the way of food. We can overdo the feeding, but the judicious poultryman, with an assurance of inevitable penalties, will keep his feed in check, and look more to the future than to the present production of his layers.

The committee considers that this paper directs attention to the importance of proper selection in breeding, but the views put forward are not endorsed in their entirety. The committee is of the opinion that heavy production can be maintained without loss of stamina, constitutional vigor and valuable economic characteristics, provided the breeding stock is selected, not alone for high records, but also for constitution and size of eggs. Deterioration is more apt to result from the mistakes of the breeder than in the line of production. This paper was accepted in order to draw attention to the probability of deterioration resulting from selection without due regard to essential conditions other than the egg record of the hen; but the committee considers that it would be a mistake to discard a hen as a breeder simply on the score of being a great producer.

CARRIAGE EXAMINERS. An Albany member, who neglects to give his address, writes in reference to carriage examiners. The important evidence referred to in his letter should be written out and sent to Head Office at once. The best available evidence will then be selected for the board.

QUESTIONS AND ANSWERS. WHAT SHOULD WE GET? Sando asks: What wages should a tool collector get for performing these duties? We have to burn sand, fill sand boxes on engines, and assist in the gas filling of seven mail trains, and we have also to relieve the freighter on his meal hour; and you might state if a tool collector should have to perform all these duties.

Answer: The award covering the work you perform has expired, therefore you are absolutely in the hands of the Chief Commissioner. No. 2 Board is dealing with tool collectors, sand burners, and freighters, etc. The rates claimed are 11/- per day. Meanwhile, you would be well advised to do any duties which the proper officers require you to do.

SHUNTERS' QUERIES. Country Shunter asks: (1) If he is entitled to be paid for overtime?—Yes. (2) Can he be booked off to reduce time? If so, at what period of day and night, and for least time between the hours of 8 p.m. and 6 a.m.—Yes. For two hours or more, and for not less than four hours between 8 p.m. and 6 a.m. (3) Time worked on Sunday reduced on weekdays at present whenever suitable, say, one hour to-day and only at rate of ordinary time. Are they justified in doing it in this way?—Employees who are not on the running staff are entitled to be paid for time worked on Sundays at ordinary rates.

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APPEALS BOARD.

THE BOARD.

MR. FRASER, (Chairman.)
MR. LUCY, (Chief Commissioner's Representative.)
MR. E. D. CAMPBELL, (Elected Representative of Whole Staff.)

WEDNESDAY, OCTOBER 29, 1913.

WILLIAM JOHN PRICE, 2nd class shunter, Sydney, 10/- per day.

Charge: Being wrongfully in possession of one white carriage towel, the property of the Chief Commissioner for Railways, 19.8.13.

Decision of Officer: That Shunter Price be fined one day's pay (10/-), 23.9.13.

Price pleaded guilty, and asked for leniency. Appellant told the Board that a towel belonging to the Department had been found in his locker, but he was not responsible for this being there, and it was not there when he last cleaned the locker out. Other men had access to the cabin, and the locker, and therefore he could not be responsible for the towel being found in his locker. He told the Board that the use of towels and soap were permitted by the officers, and the contractor washing the towels invariably left some when putting the supply into the sleeping cars.

Decision: The Board dismissed the appeal (Mr. Campbell dissenting, considering the punishment excessive).

THOMAS ALEXANDER CLARK, guard, Bathurst, 11/6 per day.

Charge: Guard Clark was under the influence of drink whilst in charge of No. 83 Down Goods, ex Bathurst to Orange, on 20.9.13.

Decision of Officer: That Guard Clark be dismissed the Service, 20.9.13.

Appellant in this case was undefended, and pleaded guilty, and asked the Board for leniency. In his statement he pointed out that he had always carried out his duties to the best of his ability. He had relieved in positions such as night officer and booking clerk, and this was the only slip he had made in 23 years' service. In the performance of his duties he had been injured, and had resumed duty before he was really fit, and asked the Board to extend leniency as he had never before committed an offence of this kind.

The Board considered the appeal and decided that appellant should be reinstated as from the first of December next.

ARTHUR WILLIAM KING, 2nd class shunter, Sydney, 10/- per day.

Charge: Being wrongfully in possession of one guard's lamp, complete, the property of the Chief Commissioner for Railways, 19.8.13.

Decision of Officer: Fined one day's pay (10/-), 23.9.13.

Appellant pleaded not guilty.

For the Department, W. R. Robertson, special inquiry officer, said that he got instructions to search the shunters' lockers, and in King's locker found two lamps. Asked King who owned the second lamp, and he replied that he didn't know. He also said he had no idea of how the lamp got into the locker. Found the lamp in the same condition as it was now. (Lamp produced.)

The appellant said he remembered Robertson being at the cabin when he went up to sign on at 10 p.m. Had no idea what he was there for. In regard to the lamp he found it in the cabin that morning when he knocked off. It was in pieces. He put in in his locker for safety. This is a common occurrence. He stated the fact to Robertson, telling him explicitly how he found the lamp, and when he put it in his locker.

W. J. Price, second class shunter, said he had been shunting in Sydney yards for nearly two years, and had often seen lamps lying about the room. It was quite a common occurrence for a lamp to be left lying in the cabin. He had seen it many times.

Decision: The Board considered the appeal and dismissed it. (Mr. Campbell dissenting, considering the punishment excessive.)

The case of Alfred James Denning, porter, was dismissed, there being no appearance of appellant, and that of Glasgow Campbell, night officer, postponed.

ALEXANDER JOHN MILLER, casual conductor, Rozelle, 8/1 per diem.

Charge: Serious cash fare irregularity, 26.9.13.

Decision of Officer: Dismissed the Service, 8.10.13.

Mr. Neale told the Board that ap-

pellant was conductor of tram 8.59 between Campbell and Goulburn-sts., 8 a.m. Leichhardt to Railway, on 26th September. A passenger was found holding blue ticket number 17, and a girl holding ticket number 18. The commencing number on the journal for that trip was 18.

Examiner Harris said he joined appellant's tram, bound for the Railway, at Rose-street, examined the conductor's journal and the car, and found a passenger holding a blue ticket, number 17, and a girl holding ticket number 18. The commencing number on the journal for that trip was 18. When I mentioned the matter to the conductor, he said there must have been a clerical error made. Both the tickets seemed to be in a perfect state of preservation. When I found a ticket lower than the commencing number, I immediately assumed that the ticket was issued previously. I asked the passenger if he saw the ticket pulled in the regular way, and he said he saw it torn off. Have heard of cases where the starter has initiated the wrong commencing number on a journal.

Frederick Baker, dairyman, said he was a passenger from Leichhardt to city on 26th of September. Joined at Chrystal-street. He got ticket for himself and daughter, and tendered the conductor 3d., and conductor tore two tickets from the book. I both saw and heard it. Was perfectly sober, and have no doubt that the ticket was torn off. The book was not two feet from his face.

James Ross, starter, Leichhardt, said he recognised his signature on Miller's journal. When the conductor returned on the next trip, he had a red journal, and I asked him what was wrong, and he then asked me did I remember the commencing number on the previous trip. I said that, and he said he thought so, too, but no. 17 had been found on the car.

Appellant said that this was the first charge that had ever been made against him. He recollected issuing the tickets, pulling the tickets off the journal in the usual way. The examiner asked if I could not do so, I had plenty of time at the starting point, and assume that a clerical error was made.

The Board decided to dismiss the appeal. (Mr. Campbell dissenting, considering that the benefit of appellant should go to the benefit of.)

GEORGE WILLIAM BISHOP, driver, Tramways, Ultimo, 9/- per day.

Charge: Want of care and judgment, whereby collision occurred be-

tween two trams in Castlereagh-st., between Campbell and Goulburn-sts., resulting in considerable damage being occasioned to the rolling stock, and three passengers being injured, 26.9.13.

Decision of Officer: The case is a serious one, and in view of the grave irregularities on Driver Bishop's part, there is no alternative but that he be dismissed the Service, 1.10.13.

Appellant in this case was defended by Mr. Meagher. He pleaded guilty, and asked for the leniency of the Board, on account of long and previous illness. In his statement to the Board, he said he had had six years' service, and previous to this charge had had three months' leave of absence owing to illness. He had been employed for seven months as pointsman, and later as driver. Was the sole support of his father and mother, and would say that he did all in his power to avert the collision. He asked the Board to extend leniency to him.

The Board decided to dismiss the appeal.

CLAUDIUS JOHN FREESON, conductor, Rushcutters' Bay, 8/6 per diem.

Charge: Serious cash fare irregularity, 20.9.13.

Decision of Officer: Dismissed the Service, 2.10.13.

The appellant in this case was defended by Mr. Meagher, and pleaded not guilty.

Mr. Neale stated the facts on behalf of the Department, and said that appellant was conductor of 9.41 a.m. tram, Ocean-street to Erskine-street. Two special constables joined the tram at George-street and Pitt-street, and leaving George-street they saw appellant pick up two pink tickets, which were subsequently issued.

Joseph H. Smith, constable, said that on the day in question he joined the tram at Pitt-street corner, and was in the third compartment of the tram from the rear. The conductor came and issued a ticket to him from his case, and another to Constable Woodrow. I saw the tickets picked up from the floor. Both Constable Woodrow and myself watched the conductor put them in the middle of the block. We both drew his attention to the soiled state of the tickets issued.

A. G. Woodrow said he boarded the car at Pitt-street, also. He paid his fare between York and Clarence Streets. The conductor said he pulled the ticket by mistake. I had no difficulty in seeing the conductor pick up the ticket off the floor. He pulled the loose ticket from the centre of the block, and when he is-

sued it to me I drew his attention to the dilapidated state it was in. When Constable Smith got his ticket we compared notes. I then drew the conductor's attention to its condition.

Appellant said he had had about 20 months' service, and knew Constable Smith, and on the 30th he had issued to him a block of pink tickets, starting at 38750. On the trip prior to the one in question, I saw one ticket out of place. Had been broken off, and was lying in a diagonal position. I drew the driver's attention to this, and also showed it to the starter, and asked his advice, and he said it was alright, it having been shifted that way by the printer. On the next trip that ticket blew out, and I may have issued that ticket to Smith.

The Board considered the appeal and decided to dismiss it.

The case of Ernest Martin Davidson, conductor, fined for being in conversation with the driver, was withdrawn.

THE BOARD.

MR. FRASER, (Chairman.)
MR. J. S. SPURWAY, (Secretary for Railways.)
MR. E. D. CAMPBELL, (Elected Representative of Whole Staff.)

WEDNESDAY, NOV. 5, 1913.

HUBERT PATRICK NEWELL, 6th-class Station-master, Marrickville, £240 per annum.

Charge.—Mr. Newell failed to lower the up home signal for the passage of No. 304 up passenger train (5.8 p.m. ex Bankstown to Sydney) after accepting the "Is Line Clear" signal for same, with the result that the train was unnecessarily delayed, 15-8-13.

Decision of Officer.—That Mr. Newell be fined 5/-, 24-9-13.

Appellant was undefended, and pleaded not guilty.

Evidence was given by Thomas Crow, Assistant District Superintendent, who said he was a passenger by No. 304 to Bankstown on 15-8-13. Approaching Marrickville the train came to a standstill, and it was found that the home signal was at danger. This train, which stopped at Marrickville, had no right to be stopped by the home signal. On looking out I saw a man in uniform rush over and lower the signal. The train was stopped for about 1½ minutes, and its time out of Marrickville was one minute late.

Appellant, H. P. Newell, S.M., Marrickville, said he was attending to the down train at 5.31 p.m. on

the date in question, and had to accept another down train from Sydneyham at the same time, and he then heard the up train challenged. He had had to work the block signal and the barrier, and had a junior porter to collect tickets. The reason for the delay in allowing the train in was due to other duties which could not be neglected.

The Board dismissed the appeal (Mr. Campbell dissenting).

The case of William Francis Brennan, cleaner, Eveleigh, charged with being absent without leave and fined two days' pay, was dismissed, there being no appearance of appellant. The case of Ralph Hutchinson, fireman, Harden, who was dismissed, was postponed; and that of Richard Francis Hunt, first-class shunter, was dismissed, there being no appearance of defendant; and Ernest Clement Pearce, second-class shunter, was also dismissed, appellant not appearing.

THURSDAY, NOV. 6, 1913.

FRED MACK, Casual Conductor, Dowling-street, 8/- per day.

Charge.—Serious cash fare ticket irregularity, 12-10-13.

Decision of Officer.—That he be dismissed the Service, 15-10-13.

Appellant was defended by Mr. Meagher, and pleaded not guilty.

For the Department, Mr. Neale stated that Mack was conductor of 9.20 p.m. on 12-10-13 from the railway. An examiner boarded his tram and found a passenger holding tickets numbered 15747 48 and 49, and appellant's commencing number in his journal was 15749.

Examiner Bellingham told the Board that he joined the appellant's tram at Castlereagh and Cleveland streets, and found a passenger holding ticket 15747 and 48 and 49. Asked him where he got these. Passenger said he got them from the conductor, and that the conductor had given him three tickets instead of two. Asked the conductor if he had started a new block of tickets, and he said, "Yes," and had thrown the butt of the other away. Left the tram at Belmore-street, and came back to Eddy-avenue and found the old butt. When I was leaving the car the conductor said, "Do you doubt my word? Do you think I am a crook?" Passenger told me he had received three tickets from the conductor, and he intended to return one. I did not ask the passenger how the tickets were issued, and they did not look at all dilapidated.

William James said he was a passenger going to Coogee on the 12th of October. Joined the tram at the railway. My wife paid for the tickets. I saw the conductor pull them from the journal in the usual way. The tickets were not as if they were stuck. He pulled the tickets straight out of the journal, and my wife at once put them in her bag. When the examiner came I produced two of the tickets and held the third back so as not to get the conductor into trouble. Had the conductor come along I would have given him the ticket, but he didn't come back in time. Am quite sure the tickets were pulled in the usual way.

T. R. Robertson, starter, said that on the 12th October he initiated Mack's journal, and had no doubt the number was 15749. If a starter made a mistake in checking the tickets, he was punished. I have not heard that a starter at the railway was punished for this mistake. I checked the journal twice.

The appellant told the Board that he was assistant conductor on the Coogee tram of this date. He issued certain tickets before leaving the railway, and his journal was checked by McDonagh, who didn't examine his case at all. McDonagh admitted that he had made a mistake. On the previous trip to Coogee the conductor and I went to the box together. Leaving the railway I pulled three tickets in the one action, and gave them to James. When Bellingham got on, the car was heavily loaded. The examiner was very officious, or else I would have told him the facts.

John Grant, conductor, told the Board that he was in charge of tram to Coogee, with Mack as assistant. Both went to the box together to have their journals checked. Heard Robertson ask where Mack's green tickets were, and Mack got the butt out of his book and gave the numbers to the starter. Starter did not see the tickets at all.

Decision.—The Board dismissed the appeal.

ALBERT EDWIN WOLSTENHOLME, Conductor, Rushcutters Bay, 8/- per diem.

Charge.—Being unable to produce when called upon £1 issued to him for the purpose of change, 10-10-13.

Decision of Officer.—That he be dismissed the Service, 13-10-13.

Appellant was defended by Mr. Meagher, who told the Board that appellant was not asked to produce his change money, but had it at home.

Mr. Neale told the Board that appellant was called into the Depot Master's office to have his change money checked, and he was the only man who had not the money with him.

John Buckley, Depot Master at Rushcutters Bay, said that on the 10th of October he had a number of conductors in to have their reserves checked. Wolstenholme was not able to produce the money. He said it was at home at the restaurant. Stated where it was, and I asked him if he had any objection to an inspector accompanying him to his



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1 Arnott's Xmas Cake	1lb. Confectionery	2 Bottles Schweppes' Soda
1 Plum Pudding	1 Xmas Stocking	2 Jelly Crystal's
1 Box Figs	1 Box Bon Bons	1 Custard Pudding
1lb. Muscatels	1lb. Palace Blend Tea	2 Milk Puddings
1lb. Jordan Almonds	2lb. Dates	Approx. Weight, 2½lb.
1lb. Mixed Nuts		

20/- XMAS HAMPER.

1 Arnott's Xmas Cake	2 Bottles Schweppes' Soda	2lb. Raisins
1 Plum Pudding	1 Xmas Stocking	3 Packets Jelly Crystal's
1 Box Figs	1 Box Bon Bons	2lb. Mixed Nuts
1lb. Muscatels	1lb. Universal Blend Tea	1 Chocolate Blanc-mange
1lb. Jordan Almonds	1lb. Preserved Ginger	1 Milk Pudding
1lb. Confectionery	2lb. Dates	4lb. Mixed Peel
1 Xmas Stocking	2lb. Currants	Approx. Weight, 4½lb.

25/- XMAS HAMPER.

1 Arnott's Xmas Cake	1lb. Universal Blend Tea	1 Packet Sponge Mixture
1 Plum Pudding	2 Boxes Cocoa	1 Chocolate Blanc-mange
1 Box Figs	1 Xmas Stocking	2 Bottles Schweppes' Soda
1lb. Muscatels	2lb. Currants	1lb. French Prunes
1lb. Jordan Almonds	2lb. Raisins	2 Packets Jelly Crystal's
1lb. Mixed Nuts	4lb. Peel	Approx. Weight, 4½lb.
2 Xmas Stockings	1 Tin Mince Meat	
	2 Packets Mixed Spice	

30/- XMAS HAMPER.

1 Prime Ham	2lb. Mixed Nuts	1 Bottle Schweppes' Soda
1 Arnott's Xmas Cake	1lb. Confectionery	1lb. French Prunes
1 Plum Pudding	1 Xmas Stocking	1 Pkt. Ideal Table Cream
1 Box Figs	2lb. Cocoa	Approx. Weight, 4½lb.
1lb. Muscatels	1lb. Universal Blend Tea	
1lb. Jordan Almonds		

40/- XMAS HAMPER.

1 Prime Ham	2lb. Muscatels	1 Box Cocoa
1lb. Universal Blend Tea	1lb. Jordan Almonds	2lb. Dates
1 Arnott's Xmas Cake	2lb. Mixed Nuts	1lb. Preserved Ginger
1 Plum Pudding	2lb. Currants	1 Tin Mince Meat
1 Box Figs	2lb. Raisins	4 Pkts. Milk Pudding
1 Jar French Plums	2 Bottles Schweppes' Soda	Approx. Weight, 7½lb.

50/- XMAS HAMPER.

1 Prime Ham	2 Xmas Stockings	4lb. Jellies
1lb. Universal Blend Tea	1 Box Cocoa	2lb. Preserved Ginger
1 Arnott's Xmas Cake	2lb. Raisins	1 Tin Mince Meat
1 Plum Pudding	2lb. Currants	3 Tins Fruit
1 Box Figs	4lb. Mixed Candied Peel	2 Chocolate Blanc-manges
1 Jar French Plums	2 Bottles Schweppes' Soda	3 Milk Puddings
2lb. Muscatels	2lb. Dates	2 Ideal Table Cream
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home. He said, "No, not the slightest."

Henry Haydon, tramway inspector, said he was present when appellant was called, and asked about his reserve. He told the depot master that it was at his home, and I then accompanied him to where he lived. His place of residence was a public restaurant, and when we got there appellant produced the money and brought it back with him to the depot master.

The appellant said that a number of other tramway men boarded at the same restaurant as he did, and there were three other beds in the same room. When he went away that day to work his bag was moved down to the next floor, and he got the money. The depot master and the inspector counted the money. He agreed in the first place when asked by the depot master for the inspector to see the money in the bag at the house. Admitted he made a mistake in not doing this, but at the same time did not see that there was any necessity for it.

Decision.—The Board considered the appeal, and directed that appellant be restored to the Service at the expiration of one month, and to lost time while out of the Service, and was warned that any further dereliction of duty would lead to his dismissal.

The case of Thomas McUlkey, conductor, Rushcutters' Bay (dismissed), and Thomas Randolph Bartlett, conductor, Waverley (also dismissed), were struck off the list, there being no appearance of the appellants.

ALL GRADES UNION CLUB.

(Chronically by Jew Boy.)

The weekly meeting of the Club was held in the Tower House on Monday night. The chairman took his seat at 8 p.m. The minutes of the previous meeting were read and confirmed. Bro. Handers proposed that a benefit social be got up to assist Bro. Tarpot with his trouble at Gravesend. This was seconded by Bro. Hasit, who said he would do all he could to assist, and would sing his favorite, entitled "Rafety Won the Mile."

Bro. Lysol said he would sing, "Everybody's Doing It." Bro. Hamrose promised to recite "The Cow with the Slippery Tit." Bro. Hiscenhead said he would be willing to accompany them with his whistle. Bro. Henham challenged anyone to run any trains from Gravesend to Moree

two hours under table time. Bro. Rand said that was nothing to do, as Bro. Henham had only made good for time done on circus special. Bro. Sharp proposed that superheater be fixed on his pump boiler, as he had to work too hard to get steam in so small a boiler. Seconded by Bro. Hissel, saying he would like one on the Bri boiler. Bro. Heshman proposed that Boxer get an office built for correspondence. Seconded by Bro. Bilmore, saying he would have a chance to go to factory whilst his superior was in Cabin.—Carried. Bro. Storehanderson proposed that a punching ball be fitted up in shed for the pugs to practice on.—Seconded by Bro. Man, who said it would be softer than his head. Bro. Herman also expressed views on the matter and said he would give all this periods picture money towards it. Carried. Bro. Hallan proposed all boilers be cut down in pressure as he had often gone up bank with full load and only 75lbs. steam. Bro. Rand said cutting down was an extraordinary thing to think of. If Bro. Hallan could not get more than 75 of steam it was up to his mate to show him. Bro. Hill asked that Bro. Hearne be shifted from Inverell, as he had now passed and could be on regulator. Bro. Halsh said he was a little homesick, but thought he should get Inverell job. All members hoped he would get it. The chairman, Bro. Spiel, then spoke about way "Co-operators" were arriving, and something would have to be done to get a better delivery, as they came to station in a bundle, and scabs and men of craft unions tore wrappers off and read papers. No wonder we are six or seven short every week. The chairman then proposed that all papers be sent to postal addresses only. Seconded by Bro. Stepkins. Carried.

The meeting then closed, the chairman thanking all members for their regular attendance.

When Achilles (sometimes pronounced Ash-heels), the future Greek hero at the siege of Troy, was born, his mother, in order to make him invulnerable to spear or arrow, dipped him, holding on by the right heel, in the river Styx. He met his death by an arrow-wound in that heel.

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