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NEWCASTLE.

The Co-operator



VOL. X, No. 26. Business Address: See page 4. THURSDAY, JUNE 25, 1914. Subscription: 5s. per annum Post Free. Eight Pages ONE PENNY.

"GOOD INTENTIONS"

says the proverb, "pave the way to destruction."

In spite of that, we intend to proclaim the merits of the

P. & B. MODEL 2 CYCLE
Fitted fifth 3-Speed Change Gear.
At £12/10/-.

We know that it will make good every word we say about it. Built from best British parts, skilfully fitted by our expert mechanics, and handsomely finished in every detail.

For business or pleasure you can rely on this splendid Cycle—no matter where you travel.

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Furniture, 10/- deposit, 2/6 weekly. Oak Bedroom Suites, Bevelled Mirrors, Various Designs from £12. Oak Dining-room Suites, Newest Designs, various Color Leather, from £6.

Furniture, 20/- deposit, 5/- weekly. Carpets, Linos, Curtains, Bed-clothes, Kitchenware, stocked. Oak clothes, Kitchenware, stocked. Oak Vard Panels, from £6.

Furniture, 30/- deposit, 8/- weekly. Drawing-room Suites, newest designs, walnut, mahogany, Oak Over-mantles, Cabinets, Sideboards.

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Amalgamated "All Grades" Effort.

EVERY SECTION OF SERVICE MEN BENEFIT.

INCREASES IN WAGES AND BACK PAY SECURED. GRIEVANCES ADJUSTED.

The only Union that works all the time for every grade—Read these samples of things doing—Randwick Armature Winders, electrical trades, get increase in wages and back pay from December 13, 1913—Fuelmen's grievances adjusted satisfactorily—Reservoir Workers get wages increased—and some months' back pay—East Greta man gets justice—Coupling Cleaners' troubles attended to.

SERVICE MEN! Can you AFFORD to be outside this Live Organisation?

For 27 years the Amalgamated has been an "All-Grades" Union. Its activities have extended to every section of men in the Service, and 95 per cent. of the men employed have to thank this Service organisation for some betterment gained in their wages or service conditions. Its sphere of usefulness is only bounded by the State boundaries; it works unceasingly for men at the farthest points of the railway system, as well as those employed near to Head Office. Its representations carry weight wherever Service men are employed, and only this week is an instance of justice being secured for an employee on the East Greta Company's line. What have the sectionalists to say to the irrefutable evidence published herein? Can they really expect the Service men to be galled much longer with the tar-riddle that sectional effort is the only effective method of securing Service betterment? Just look at these samples of "All-Grades" effort again, and simply add just the cases that you yourself know have been successfully carried through before. Do they not prove a sufficient reason for the continued existence of the "All-Grades" and your active support of its principles? They do. If you are already a member, get your interest in the game. You know that when you go to the races or the football match you do not sit in a corner and have a nap. Get into the industrial fight. To better your working conditions and hold those gained are the most important things you have to do in this life. Rope in the other fellow; it is up to him to do a bit of the pulling; he gets his share of the good things going; he should be in the firing line. Three shillings per quarter is the contribution, and there has only been two levies called in 27 years.

Read these examples of what is doing, and then join and put your money on the winner.

to bring under your notice the matter of the overtime of the armature winders at the Randwick Workshops. Under the award of No. 4 Board, Tramways Group, dated December 31, 1913 (Electrical Trades), the rate of wages to be paid to armature winders is 10/- per day (and bonus). Under the award of the Iron and Shipbuilding Trades Group, No. 6 Board, dated October 1, 1913, the rate of pay —ed for those doing the same class of work is 12/- per day (no bonus). The men complain that, although they receive the bonus, their overtime rate of pay is calculated on a 10/- per

date of the award, December 31, 1913.

I have the honor, etc.,
(Sgd.) J. S. SPURWAY,
Secretary.

May 21, 1914.

Mr. E. E. Lucy,
Chief Mechanical Engineer,
Wilson-street, Redfern.

Dear Sir,—
Our organisation has directed me to bring under your notice the case of G. S. Tomay, late fuelman, Bathurst.

I am instructed that Tomay was engaged as a casual fuelman by

March 27.—Signed on at Bathurst 7 a.m.; worked two hours in the yard at Bathurst; sent to Blayney 9 a.m.; arrived 12 a.m.; signed off at Bathurst 11.30 p.m.

I trust that the matter may receive consideration and an appropriate direction given.

Yours faithfully,
CLAUDE THOMPSON,
General Secretary.

Re S. G. TOMAY,
June 15, 1914.

Mr. E. E. Lucy,
Chief Mechanical Engineer,
Dear Sir,—
With reference to the case of S. G. Tomay, late fuelman, Bathurst on whose behalf our association requested you to pay him expenses and travelling time, I have been informed indirectly that Mr. Tomay has been paid travelling time, but nothing for expenses.

I am instructed to ask that expenses according to departmental scale, 4/- per night, be allowed him. Tomay was at Blayney on February 16, 17, 18, 24 and 25. I trust that the matter will receive consideration and directions be issued for the payment of expenses at the rate of 4/- per night for five nights.

CLAUDE THOMPSON,
General Secretary.

Wilson-street, Redfern,
June 15, 1914.

General Secretary,
A.R. and T.S. Association,
Dear Sir,—
In reply to yours of the 21st ultimo, concerning the case of casual fuelman Tomay, of Bathurst, I have given instructions that Tomay is to receive payment for the time occupied in travelling between Bathurst and Blayney.

Regarding his claim for expenses, being a casual hand he was not entitled, under the regulations, to expenses.

Yours faithfully,
E. E. LUCY,
Chief Mechanical Engineer.
(Continued on page 8.)

KEEP UP THE RECORD!

The AMALGAMATED enrolled more than 1000 new members each month since registration was restored. June is not complete yet already 945 new members have been enrolled.

GET A HUSTLE ON!

5 days left and only 55 wanted to make 1000 for June. GET AFTER THAT 55.

day basis, whereas the rate should be time and a quarter, plus the bonus. If I have been correctly instructed the men concerned should be paid the outside award rate of 12/- per day, or, in the alternative, 10/- per day and time and a quarter overtime in addition to the bonus on work done.

Yours faithfully,
CLAUDE THOMPSON,
General Secretary.

Office of the Chief Commissioner,
Sydney, June 17, 1914.

The General Secretary,
N.S.W.A.R. and T.S. Association,
George-street, Sydney.

Sir,—
With reference to your letter of the 10th instant, relative to the pay of armature winders employed at Randwick Workshops, I am directed to inform you that the Chief Commissioner has approved of the matter being suitably adjusted, and back pay is being allowed from the

ARMATURE OVERTIME.
June 10, 1914.

Mr. John Harper,
Chief Railway Commissioner,
Bridge-street, Sydney.

Sir,—
Our association has instructed me

Serve "REX" Goods To-day

Good cooks, we know, like to exercise their skill. They like to serve their own creations. But in some lines, Madam, specialists do better. They get better materials; they have better facilities. And they've searched the world sometimes to get a faultless recipe. That is true of "REX" Pork and Beans. Nobody has ever matched this dish. Perhaps nobody ever will. Your men folks like it—like Beans baked this way. They like it so well that many restaurants where men lunch buy "REX" Brand Pork and Beans with Tomato Sauce.

Every day, housewives are serving dishes of good things that we cook. Not for convenience, not economy only. It is so with our Pork and Beans. It is so with our other delicacies. We have searched the world to get for you the ideal quality in each. REX BRAND DELICACIES ARE—

Pork and Beans.
Egg Pie, 1lb. tins.
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"REX" Brand Lard for cooking purposes.

FOGGITT, JONES & CO., LTD.
Packers of "REX" Pure Food Products.
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Be sure it is REX

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FOR FIRE, MARINE, ACCIDENT, and other CLASSES OF INSURANCE

Better Dentistry For Less.

Sound Teeth are an asset that will surely advance your interests in social as well as business affairs. Spencer Nolan can either drill and fill partly decayed teeth, or extract hopelessly decayed ones without inflicting one twinge of pain. Why have "Toothless Gums"? Secure my splendid sets, upper or lower, at One Guinea each. They charmingly match the personality, and give splendid service.

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A GREAT AMALGAMATION OF ALL SECTIONS OF RAILWAY AND TRAMWAY MEN.

The Largest Railway and Tramway Organisation in the Southern Hemisphere.

N.S.W. DIVISION OF THE Railway and Tramway Employees Federation.

HEAD OFFICE: Corner of George and Quay Streets, Sydney (opposite Railway Station). TELEPHONES: H.O., City 3231. Co-op., City 3641.

VICE-PRESIDENTS: J. McDONALD (Ultimo Power House), V. KAVANAGH (Ultimo Power House).

EXECUTIVE OFFICERS: M. A. O'DONNELL (Ry. Per. Way), G. H. STOKES (Mechanical), H. ODELL (Foreman's Clerk).

TREASURER: E. LAWLESS (Ticket Collector). GENERAL SECRETARY: CLAUDE THOMPSON.

COUNCIL: LOCO. RUNNING: A. E. BOYS, J. O'BRIEN, J. O'BRIEN, J. O'BRIEN.

BRANCH SECRETARIES: ALBURY: J. James, Havelock-st., Albury.

ARMIDALE: J. O. McDermott, Railway Stn., Armidale.

BATHURST: J. J. O'Brien, 101-103, Bathurst-st., Bathurst.

BIRKENHEAD: J. J. O'Brien, 101-103, Bathurst-st., Bathurst.

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tary, who can be seen at John-street at any time. Members are requested to see him as soon as possible.

On the motion of Mr. Nicholls, seconded by Mr. Spink, it was decided to place on record the good service rendered to the branch by Mr. Maillyons. The next meeting will be held July 12.

BLACKHEATH. The usual monthly meeting of the Blackheath branch was held in the waiting room, Mount Victoria, on Wednesday night, 10th inst. There was a good attendance.

Arrangements are being made for the opening of a new branch at Taree, and application has been made to the Head Office for an organiser or executive officer to be present.

They will find their positions much easier, and will make the men more contented with their lot; and all concerned would then work with the one object in view, namely, to make the railways a good paying concern, and earn the goodwill of the Commissioners, Government and officers.

Look out, Ned Furby (secretary of the Werris Creek branch). We have made a start!

The fortnightly meeting for Traffic was held at Beachman's Room, Fern-street, Islington, on Sunday, June 21st.

Minutes of previous meeting having been disposed of, correspondence was dealt with.

The usual monthly meeting of this branch was held in St. Luke's Hall on June 13, 1914. There was a good attendance.

It was decided, after due consideration, that drastic steps should be taken in regard to members who did not pay up arrears or come to some amicable arrangement with the secre-

of despatching the whole lot to the Locomotive or Traffic department in an unceremonious manner, and they are left lying about the table or floor (unless some "rook," who will not buy a "Co-operator," puts one in his pocket), although the name and address is on the wrapper.

The matter of "walking" allowance to guards (coal) came up again and it was resolved to again write the District Superintendent, in this matter, and ask his interpretation of the Superintendent of Lines' instructions.

It was also resolved, "That, as Head Office still have a few pounds left out of organising expenses, Organiser R. Corish be sent here, to work between Newcastle and Port Waratah."

It was also resolved that Head Office be written to, asking what action was being taken re variation of Traffic Award, as sent down previously.

It was resolved that the matter of double iron brake blocks on certain colliery wagons be again taken up with Chief Commissioner, as, to all appearances, no attention has been given to this matter.

Another matter referred to was the working of the shifts. Some are lucky in getting a good long run of work, while their equally competent mates get the night shifts.

The meeting of the local branch of the Association was held on Sunday, 21st June. This meeting should have been held on the 14th, but for unavoidable reasons had to be postponed.

From Mr. E. Taylor, out-door superintendent, re windows of J-class engines at Port Waratah, advising that directions had been given to have them put in proper order.

From Clerk of Petty Sessions, Newcastle, re late Mr. J. J. McManus, advising that the depositions taken at the inquest are at the Department of the Attorney-General and of Justice, Sydney, and that the Public Trustee, who is administering the estate of deceased, has caused inquiries to be made concerning the circumstances connected with Mr. McManus' death.

of 7 1/2d per hour, and while doing fog signalling duty, are not provided with refreshments. Consequently, they are without food or a meal for over 16 hours.

It is predicted that a lot of good would be converted to the Amalgamated; and others, who are now non-unionists, would join if they had a man like "Dick" to explain matters in a proper light.

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From H.O., advising that executive had waited on Mr. Hoyle, Minister for Railways, and were given a very patient hearing, and, as far as the recommendations of the Royal Commission being carried out, everything appeared to be all right in that respect.

ness, it was dusk before the meeting concluded. Correspondence with regard to the state of loco, sheds was not regarded as being satisfactory.

The secretary reported that this unsatisfactory award that most of the time a guard "dunno where 'e are."

Head Office notified the transfers of Mr. J. Thornton and Mr. C. Heuchan from Werris Creek to Newcastle.

A letter from Head Office re appeal against No. 2 Board Award and paragraph in "Co-operator" was discussed. It was decided to get all evidence possible.

Mention was also made that cleaners were being used as painters, painting and lining engines. The secretary was also directed to take up the question of the bad lighting of loco, sheds.

The new members proposed were: P. M. McNamara, B. S. Buchanan, porters, Narrabri; W. Legge, guard; Robt. Miller, ganger, Manilla; Wm. Gibson, ganger, Curlew; C. E. McGinnity, fitter, Baan Baan; A. Worden, G. Carruthers, H. Butler, G. Hunt, F. See, and A. C. Perritt, loco, Werris Creek.

Thousands of British doctors swear by Kephaldol as a means of quick and certain relief from pain, and hundreds and thousands of users praise it above all other similar remedies.

"Thanking you for your splendid remedy, I remain, Yours faithfully, MISS OLIVE KERR."

Woy Woy, Etalong Beach.—Enjoyable winter and summer. Furnished Cott., lin., cut., boat, 25/- to 30/-; Percy Newell, Shirley-rd., Syd.; or c/o Fred Walsh, Patent Attorney, Wynyard-st., Sydney.

Staff Changes and Promotions

RAILWAYS. APPOINTMENTS. Locomotive Branch.—Pitter: William Ross, Eveleigh. Engine Turn-out: Henry Archer, Harden. Fire-lighter: Charles Ashcroft, Harden.

Permanent Way Branch.—Fettlers: Joseph J. Gavin, New Glenbrook; Thomas Roughtan, Etna Plains; Raglan, Edward Mitchell, Concord West-Hornsby; Percival G. Flowers, Nyngan-Bourke; Gordon J. Armstrong, Nyngan-Cobar.

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BRANCH MEETINGS.

A meeting of the above branch was held at Orchard's Chambers, on Thursday, June 18, Mr. W. G. Stokes, president of the branch, occupying the chair.

The next meeting will be held on July 9th at the Association's new offices, Bowen's Buildings, Railway Square, and a good attendance is requested.

The usual monthly meeting of this branch was held in St. Luke's Hall on June 13, 1914. There was a good attendance.

TRAMWAY OFFICERS.

A meeting of the above branch was held at Orchard's Chambers, on Thursday, June 18, Mr. W. G. Stokes, president of the branch, occupying the chair.

The next meeting will be held on July 9th at the Association's new offices, Bowen's Buildings, Railway Square, and a good attendance is requested.

The usual monthly meeting of this branch was held in St. Luke's Hall on June 13, 1914. There was a good attendance.

GENERAL STORES.

A meeting of the General Stores Branch was held at Orchard's Buildings on Thursday, June 11th, 1914. There was a good attendance of members.

Correspondence was read from the following:—Loco. Stores, Bathurst, wrote re policy, and a reply was received from General Secretary to question asked about explosives.

Correspondence was read from the following:—Loco. Stores, Bathurst, wrote re policy, and a reply was received from General Secretary to question asked about explosives.

SINGLETON.

The monthly meeting was held at the railway station on the 14/6/14, Mr. J. Nicholls in the chair.

Mr. T. Eather was elected secretary, on the motion of Messrs. McCutcheon and Spink, and Mr. R. McCutcheon president, on the motion of Messrs. Eather and Spink; auditors, Messrs. N. Cameron and J. McGrath, on the motion of Messrs. Nicholls and Spink.

It was decided, after due consideration, that drastic steps should be taken in regard to members who did not pay up arrears or come to some amicable arrangement with the secre-

Make Some Money in Your Spare Time

For Your Holidays With Very Little Trouble

DOCTORS AND PATIENTS PRAISE KEPHALDOL

THE NEW FOUND PAIN KILLER

THE VISION TEST.

In the very interview from which we have quoted before, the Commissioners completely give away their own case as follows:—

"As showing the care which has to be exercised," continued Mr. Oliver, "I may mention the fact that within the last few days we have had an engine-driver in this very room. It had been urged that his eyesight was good, though he had been reported to be color-blind, as far as red was concerned."

"The man, who bore an excellent character, was sent for, so that we might have him before us. While he was here he showed that he could distinguish which of the books on the table had red covers, and when we asked him to describe and point out the colors on a printed poster that was displayed in the room, he succeeded in doing so. So we sent him to the doctor, who, after a further examination, reported that it was proved conclusively that he was color-blind."

Here, then, on the testimony of the Chief Commissioner, himself, was a man condemned by their previous system as color-blind, yet under actual test table to tell the colors of the different books on the table, and even of the various letters on a colored poster. Surely, if a damning indictment of the system were required, the Commissioners have themselves supplied it.

The railway and tramway men of this State are, however, to be congratulated on the fact that the efforts of their grand union and its official organ, "The Review," have at last borne fruit, and that the whole matter of the sight and hearing tests will be re-opened at the forthcoming conference of Interstate Commissioners, to be held in Adelaide next month.

The Amalgamated is fighting hard to lessen the severity of the vision test. Members who have any hints or suggestions should write to head office at once. Branch secretaries, in particular, are urged to take an interest in matters.

"The Co-operator" KENT STREET, SYDNEY

THE EYESIGHT TEST.

THE PASSING OF THE CARD TRICK.

The "Daily Twaddlegraph" has been busy of late with an attempt to throw dust—literary dust—in the eyes of the public about the proposed amendment of the eyesight tests as outlined by our practical Minister for Railways, Mr. Hoyle.

For downright puerility, yet in its cruel finality, as applied to human beings, the card trick takes the cake. No modern moulded society should tolerate such a medium of mental torture for its old and faithful servants one day longer than is necessary for its erasure from the regulations.

Of course, the dust the "D.T." is trying to raise is loaded with political microbes, and it is hoped that a few of the germs may find a resting-place in the rancorous hearts of the enemies of the Labor Government, and, like the white ant, silently eat away its popularity, and weaken its hold with the people.

The articles are, therefore, stuffed with pretended danger. The object of them appears to be to draw aside attention from the measure to the man, in such a manner that will reveal a defect in Mr. Hoyle's administrative capacity, and a corresponding one in the amending clauses of the sight-testing regulations he has prepared. As a matter of fact, the logic of the article implies that as Mr. Hoyle's political party is bad, the amendment must also be bad. But we maintain that

THERE IS NO PUBLIC DANGER IN WIPING OUT THE CARD TEST.

The card test as it stands to-day will probably be retained for all those who seek admission into the Railway Service. There is no hardship in that. The railways must sort out the best, and are entitled to the best service the selected best can give in return for either pay or privileges. But after years of toil, when the eyes are worn from constant vigilance, it is ridiculous to expect a man between 50 and 60 years of age to read the card test. It is not necessary that he should do so. It is not an inseparable part of his competency to be able to do so. Card reading does not enter into his daily routine, or the practice of his profession. If his color vision is good; if he can pick up signals within all the limits, he, by nature of his duties practices in, whether driver, guard, or station master, he should not be condemned to the galleys, with reduced pay, and a broken heart. "Man was made to mourn," says the poet, and "man's inhumanity to man makes countless thousands mourn." None but the poor understand the poor. At last we have a Minister of the Crown who has lived with us, wrought with us, has seen and felt what we feel, and who, we believe, will wipe out this iniquitous school trick, that has been wantonly used to cast out the higher paid, old, and faithful servants as soon as they there are left, with hair just grizzled, hearts, eyes, brains, bone and muscle in the service of the State. How few there are left, with just grizzled, as in a green old age? And yet King-ley wrote:—"Is not old wine wholesomest? Old wood burns brightest, old linen washes whitest! Old soldiers, sweethearts, and servants are surest." The Railway Department of to-day is short-handed of these most essential attributes, because its creed is to refuse to rock the cradle of repose after it has earned by devotion to duty a margin beyond a living wage.

"Oh, Harry! Harry! Harry! We've been waiting such a while, And your diplomatic language develops into guile; We have given you the sceptre, your labors we did crown; We're waiting for the ruler to tear this humbug down. We've noted all your speeches, supplied you with the facts, And our ledger book is open to credit you with acts; But, Harry, dearest Harry, if you fall us, you must know, You can bog in bosey promises, or diplomatic dough."

ROYAL COMMISSION.

FIRST RECOMMENDATION CARRIED OUT.

17th June, 1914.
Mr. John Harper,
Bridge-street, Sydney.
Sir,—On the 15th October, 1913, I wrote you in reference to the classification of Newcastle Shunting Yard as a special class. The reply I received was to the effect that the matter was being considered by No. 3 Traffic Wages Board, which had a variation of the Traffic Award before it for consideration. I have since been supplied with a copy of the proposed variation, and, as far as I can determine (though the point is doubtful), the classification of Newcastle as a special class yard is not asked for, and it seems to be doubtful if a Wages Board has jurisdiction to grant a claim of this character.

Bearing in mind the growing importance of Newcastle, the increase of work there, and the conditions under which the men labor, I trust that the matter of the classification of Newcastle as a special class shunting yard will be considered with a view to suitable directions being given.

General Secretary.
Office of the Chief Commissioner, Sydney, 18th June, 1914.
Sir,—With reference to your letter of 17th inst., relative to Newcastle Shunting Yard, I am directed to inform you that the Chief Commissioner has approved of Newcastle being classified as a special class shunting yard as from 1st June, 1914, and the necessary instructions have been issued.

J. S. SPURWAY, Secretary.
General Sec., A.R. & T.S. Assn.

WAVERLEY TRAM TRAFFIC.

Will the branch secretary, Mr. T. R. E. Pitt, please return the branch book for the last quarter? Head office wishes to make the usual quarterly check.

WILLIAM J. MUIR AND J. MOON

SEND IN ADDRESSES.
Head office would be glad to hear of the whereabouts of Messrs. William J. Muir and J. Moon who, in 1904, were treasurer and secretary, respectively, of the Cowra branch. There is a small sum of money standing to the credit of the then Cowra branch in the Savings Bank. The account cannot be operated on until the signatures of Messrs. Muir and Moon are obtained. If any member knows the present address of either gentleman kindly inform head office.
FETTLER, North Coast, wishes to exchange with Fettler, anywhere between Dubbo, and Nyngan; wife to take charge of gates.
Apply to J. J. RICHES, P.O., WARDS RIVER, North Coast Line.

IF WE CANNOT SAY OUR PRAYERS.

Respectfully Dedicated to the Framers of the Officers' Sunday Roster.
(By "TRUTHFUL WILLIAM.")

There's a social storm a-brewing, and the ranks are closing in,
'Gainst the roster framed for steaming, the staff in parlous sin.
Hear the Station Masters pleading. Aye! the Devil stops and stares
At the Super, writing gleeful, how he stopped their Sunday prayers.

The present age is doubting that Noah sealed the flood,
And geologists are shouting—the Nile was never blood!
That old Adam—he was senile, and Eve a bonnie maid,
And the serpent just a lodger, who her boudoir did invade,
That the yarn about her moulding is a most emphatic fib—
How could beauty be created from an old and chalky rib?
Well, I say it's not our business to pry in their affairs,
But why should we be punished if she didn't say her prayers?

Now, my point is in the message that what Matthew said is true,
That the Lord is with the prayerful, be they many or so few;
This my mother told me, I should bow my head and kneel,
On the day the Lord he rested after making worlds for me.
And to pray for friends, relations, the Boss, and bad 'uns, too,
To pray that Grace would soften the trials we go through;
But, now we're robbed of Sunday, we're into all the snares,
And the Devil gets the railways if we cannot say our prayers.

Now it's out of locomotives that good earnings are begot,
And there's sure to be a debit if the "big end's running hot,"
Whilst the driver curses Lucy; his temper's on the boil;
'Bout "Bang" that's sure to get him for an extra pint of oil
And the shunters, too, go crazy; they make a bloomin' hash.
The points are split. Go aisy! There's another bally smash!
He must reap a thorny harvest, who persists in sowing tares;
But no use quoting scriptures, if we do not say our prayers.

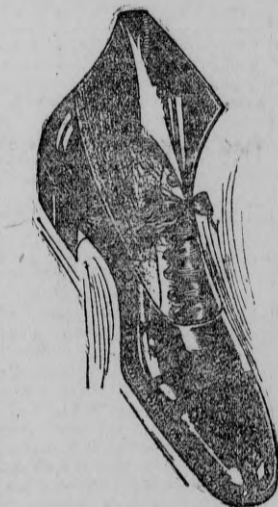
Now, if the Lord is angered, says the Bible—which is true—
We can reckon with some reason all the trouble He can brew;
He switches on the lightning, and the havoc that He piles
Will burst the Automatic and the genius of our Byles.
And the fusion of Electrics, on train and tramway runs,
Will be popping like the music from deadly maxim guns.
Better burn this rueful roster 'fore our wickedness it bares,
And give alternate Sundays to rehearsing of our prayers.

We could pray for rainy seasons for the farmers way out back,
We could pray for Fraser, 'Arry, and the Chief we love (Old Jack),
We could add a nice impromptu for the live stock and the cars,
To forgive, and pass unheeded, this heresy of Mars.
That the blokes who made the roster will mend their wicked ways,
Or be shackled to old Satan till the twilight of their days.
For he reaps a thorny harvest who persists in sowing tares,
And we cannot run the railways if we cannot say our prayers.



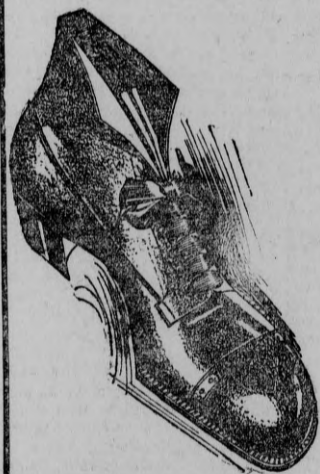
GENT'S BLACK HATS
HATS. Size 6½, 6¾, 7½,
7¾. Usual, 10/6, 12/6,
13/6, 14/6.
REDUCED TO 5/6, Less
10 Per Cent.

Boots.



Special Sale Line No. 2—
Men's Box Calf Lace Boots,
Full Round Toe, Stout
Extension Sole. Special
Price 18/6, Less 10 per
cent., 16/8.

Also oddments in various
shapes and sizes, in Glace
Kid Box Calf, Patent Lea-
ther, and Tan Calf, at Special
Sale Prices.



Special Sale Line No. 1—
Men's American Model Blu-
cher Cut Lace Boots, in
Box Calf and Glace Kid,
medium weight sole,
Stocked in half-sizes,
and various fittings.
Price 16/6, Less 10 per
cent., 14/10.



MIDWINTER SALE
2' in the £ Off Everything....
HATS.

REAL AUSTRIAN VELOURS.—Shades, Black, Fawn, and Slate, 21/-. REDUCED to 18/6, Less 10 Per cent.
SOUTH AMERICAN PANAMAS—Medium Brims, 18/6. REDUCED to 15/-, Less 10 Per Cent.
GENT'S TWEED HATS. 2/6, 3/6, 4/6. REDUCED TO 1/8, Less 10 Per Cent.



Seasonable Overcoats.

Light, Medium, and Heavy Weights:
Usual Price: 25/ 30/ 35/ 40/ 45/ 50/ 55/ 60/ 65/ 70/
SALE: ... 22/6 27/ 31/6 36/ 40/6 46/ 49/6 54/ 59/6 63/
MACINTOSH COATS, Guaranteed Waterproof:
Usual: 35/ 40/ 45/ 50/
SALE: ... 31/6 36/ 40/6 45/
OILSKIN COATS, All Reliable Makes:
Usual Price: ... 12/6 16/6 18/6 21/ 22/6
SALE PRICE: ... 11/3 14/10 16/8 18/11 20/3
SPECIAL LINE DOUBLE-BREADED MOTOR O'COATS,
Dark Grey Frieze.
Usual: 55/.
Reduced to 45/, and less 10 per cent.—SALE. 40/6.

"Austral" Tailoring.
Sac Suit to Measure.

SAC SUIT TO MEASURE.	
USUAL PRICE.	SALE PRICE.
63/	55/9
70/	63/
75/	67/6
HAND MADE.	
84/	75/6
90/	81/
95/	85/6
105/	94/6
115/	103/6

Special Reductions in Shirts.

JAP CREPE GOLF SHIRTS, with loose cuffs, also loose collar to match, in self shades and neat stripes, 5/6, 6/6, to 4/11, less discount.
FASHION SHIRTS, stiff cuffs and bands, good designs. Sizes, 14, 14½, 15, 15½, 16, 6/6 to 5/11, less discount.
FASHION SHIRTS, good designs. All sizes, 5/6 to 4/9, less discount.

WHITE FASHION SHIRTS, stiff cuffs and bands, White Mercerised Twill, 3/6 to 2/11, less discount.
Matt, also White Stripe, 5/6 to 4/11, less discount.
With Neckbands or Collar Pockets, 8/6 and 7/11 less discount.

Special Reductions in Pyjamas.

Flannelette, 4/6 to 3/11, less discount.
Osman Flannelette, 7/6 to 6/6, less discount.

Linen Collars.

All shapes and depths—Per 1 Dozen, 8/- to 7/6, less discount. Per ½-Dozen, 4/ to 3/9, less discount. Per ¼-Dozen, 2/- to 1/11, less discount.



GENT'S MEDIUM SHAPE LOUNGE FELT HATS, in Grey and Mid-Green, 10/6, 11/6, 12/6.
REDUCED TO 8/6, Less 10 Per Cent.



GENT'S MEDIUM SHAPE FRAME FELT HATS; Greys and Mid-Green, 12/6, 13/6, 14/6, 15/6
REDUCED TO 10/6, Less 10 Per Cent.

Underwear.



JASON ALL-WOOL UNDER-VESTS. Usual Price, 5/11, less 10 per cent., 5/4. Pants to match, 6/6, less 10 per cent., 5/10. All lines of Underwear Reduced 10 per cent.



484-490 George-street; and 3 to 17 Royal Arcade, Sydney.

