

"In Everybody's Mouth"
WOOD'S
NEW
BREW
 This Beer obtained 3 First Prizes at R.A. Show, Sydney, '12
 BREWED BY
 Castlemaine Brewery
 AND
 Wood Brothers Ltd.,
 NEWCASTLE.

The Co-operator



Circulating amongst the Unionists and Labor Supporters of New South Wales, Victoria, Queensland, South Australia, West Australia and Tasmania.
 VOL. X., No. 33, Business Address: See page 4 THURSDAY, AUGUST 13, 1914. SUBSCRIPTION: 5s. per annum Post Free. Eight Pages ONE PENNY.

Doctor's
 Recommend
GILBEY'S
DRY GIN
TOOHEYS LTD.
ALES
 AND
STOUT
STANDARD BREWERY,
SYDNEY.

25/-
 Post Free
Gallant Men
 THE AUSTRALIAN VOLUNTEERS SHOULD INCLUDE IN THEIR EQUIPMENT AN ORCHARD WATCH—STRONG, RELIABLE, AND ACCURATE, AND WHICH WILL ALWAYS RUN TRUE UNDER SHOT, SHELLE, OR TORPEDO.
 Gent's Nickel Open-face Keyless Lever, full jewelled, with patent balance, non-magnetic time spring; dust and water-proof cases.
 Guaranteed 20 Years.
 Write for free Watch Catalogue We have a Skilled Optician

R. B. Orchard Ltd.
 RAILWAY SQUARE, SYDNEY
 GOOD WATCHES FOR EVERYBODY

BUCHANAN'S
BLACK AND WHITE
 WHISKY

CONSULT
OPTICIAN HINGSTON
 For all EYE TROUBLES. GLASSES MODERATE
 Hingston Chambers, 643 George Street, Haymarket.

UNITED INSURANCE CO., LTD.,
 Head Office: Corner George and Hunter Streets, Sydney.
 For FIRE, MARINE, ACCIDENT, and other CLASSES OF INSURANCE

£5 worth of Furniture, 5/- deposit, 2/6 weekly. Your home partly or completely furnished on Terms.
C. FOSSBERG, 73 William-street, City.

Furniture, 10/- deposit, 2/6 weekly. Carpets, Linoleum, Curtains, Bed-clothes, Kitchenware, stocked. Oak and Pine, from 2/6.
C. FOSSBERG, 73 William-street, City.

Furniture, 20/- deposit, 5/- weekly. Carpets, Linoleum, Curtains, Bed-clothes, Kitchenware, stocked. Oak and Pine, from 2/6.
C. FOSSBERG, 73 William-street, City.

Furniture, 30/- deposit, 6/- weekly. Drawing-room Suites, newest designs, walnut, maple, Oak Overmantels, Cabinets, Sideboards.
C. FOSSBERG, 73 William-street, City.

Furniture and upwards. Terms in proportion. Being an extensive Manufacturer and Importer I can sell 50 Terms, better quality goods at prices lower than most houses charge for cash.
C. FOSSBERG, 73 William-street, City.

32 RECIPES for preparing a variety of the most dainty Desserts with
HANSEN'S
Junket
TABLETS
 will be forwarded Post Free to any address on application to
C.A.P. BOX 577, G.P.O., SYDNEY

Kruse's
Fluid
Magnesia
 The Popular Remedy for ACIDITY,
 BILIOUSNESS, and INDIGESTION.

VIOLINS
 AT **PALING'S.**
 We have the largest and most up-to-date stock of VIOLINS in Australia, and our prices are absolutely the lowest.
 Write to-day for our illustrated Violin catalogue—it's post free.
 WE SELL—
 Boy's Viols — from 5/-
 School Viols — 12/6
 Academy Viols — 18/6
 Student's Viols — 22/6
 Orchestral Viols — 27/6
 Amateur's Viols — 40/-
 Solo Viols — 50/-
 Artist's Viols — 55/5-
 Others in great variety, up to £100.
Paling's
 338 GEORGE ST., SYDNEY,
 and at Newcastle, Lismore, &c.

AMALGAMATED NOT AFFECTED BY THE WAR SCARE.

LAST WEEK'S INCREASE: 200 NEW MEMBERS

All Grades Men will Stand Solidly to the Empire, the Government and the Department.

MANY HUNDREDS VOLUNTEER FOR SERVICE OVERSEAS.

IMPORTANT EXECUTIVE AND COUNCIL RESOLUTIONS.

During the last week matters have gone along swimmingly with the All Grades. On Tuesday last Mr. Claude Thompson, general secretary, left for the northern State on holidays and was last heard from on board the s.s. Wyandra. Mr. Acting General Secretary Corish now holds the fort like a veteran, and the Association goods are now being delivered. For the week ending 10th inst., 200 members were registered at Head Office as increases in different branches, although the total does not include about 40 admitted to Sydney branch and a number in Newcastle, and perhaps others not notified. These will, however, be included in next week's total. It will thus be seen that the splendid rate of progress of the last few months is being maintained, and from all accounts, seems likely to continue. Mr. Corish has now completed the roster of his western tour, and within the next few days notification of the visits will be sent to the various centres concerned. It is hoped the branch officials and members will make every preparation to receive the visits enthusiastically and ensure a successful result. The experience gained on the southern tour will enable Mr. Corish to put in all his time on the visit to the best possible advantage, and with the assistance of All Grades men make the west a stronghold for the Amalgamated and the big union ideal. Mr. Kavanagh, vice-president, is already out doing a little work and is billed to meet the men on the Mountains.

and members of the executive are, however, fully alive to the necessities of the situation, and are taking steps to safeguard the interests of the All Grades members. And it is here that the benefit of belonging to such a big union comes in, since there is little doubt of its representations being given very weighty consideration. At the present time, however, serious trouble need not be apprehended, since within a week or so the ordinary trading will be proceeded with.

Many members of the All Grades are volunteering for service with the expeditionary force, and no doubt some action will be taken when the time of departure approaches to give them a fitting send-off. In the time of necessity, when the Empire must be united for the safety of all its parts, we are all proud of the fact that in this end of the Empire we are able to sink all party and other differences, and stand up for our country. The moral lesson which Australian and Canadian action will

give the whole world is incalculable, and although we shall have given of our best, we all take a national pride in so doing.
 The "Co-operator" feels that it cannot be left in catering for its readers with war news. This overshadows nearly everything else, and we have had a special map drawn, and an epitome of the news is given for the information of readers. The map shows the main position of the fighting both on land and water, and we hope this will be appreciated by all our members.

EXECUTIVE.

A meeting of the Executive of the Amalgamated Railway and Tramway Service Association was held at Head Office, Bowen's Buildings, Central Square, on August 10th, 1914. There were present: Messrs. E. D. Campbell (President), V. Kavanagh (Vice-President), E. Lawless (General Treasurer), G. H. Stokes, J. McDonald, H. S. Odell (Executive Officers), and R. Corish (Acting General Secretary).
 An apology was received and accepted from Mr. M. A. O'Donnell.
 The minutes of the previous meeting were read and confirmed.
 The Acting General Secretary reported that the share in the Labor Daily had been taken out since the last meeting.
 Also, that the Cowra Branch balance had been received from the bank.
 Also, that the gasmakers had received time and a half for Sunday.

cussion this matter was allowed to stand over.
 Mr. Lawless reported having received an advance of £8 from the General Secretary, and said this would be refunded from the profits of the social. He was pleased to state that there would be a surplus from the smoke social.
 Re the dirty state of Darling Harbor, it was pointed out that this matter had been placed before the Minister, who promised to have it looked into.
 Re request of Darling Harbor Branch to pay the fine of £1 9s. 8d for Porter Foyer. This was held over, to be investigated and reported on to next meeting.
 It was resolved that the Acting General Secretary, Mr. R. Corish, be authorised to sign and endorse cheques for the Association during the absence of Mr. Thompson.
 A request was received from Keatomba Branch, asking that Mr. Kavanagh should visit them on the 22nd inst. in connection with a meeting of the local branch and the P.L.L. to discuss the subject of industrial unionism against craft unionism. It was agreed that Mr. Kavanagh accept the invitation to be present at that meeting.
 Re alteration of rules. It was decided to let this matter stand over until our first meeting in September.
 Re letter from Darling Harbor, asking the Association to approach the Government to secure full citizen rights for railway and tramway men. It was pointed out that this was our policy, and that we were carefully watching any amendment of the Railways Act, and would take action in this respect as soon as the opportunity offered.
 Re the men arrested at Darling Harbor on suspicion for stealing soap. This matter was gone into, and it was decided to ask the Chief Commissioner to pay the men for the time lost, as they were not guilty, and we do not consider it right that they should be put to the expense to answer a charge that was levelled against them and not proved.
 A letter was received from Mr. Vincent Hayes, Superintendent of Railways, East Greta, West Maitland. This was discussed, and it was decided to endorse the action of the Acting General Secretary in sending an acknowledgment to Mr. Vincent Hayes in reference to the same. It

8-Hour Demonstration

All Grades to Participate

Every member invited to assist to make a big display.

Meeting of all concerned Aug. 25

The matter of the controversy of non-members and Engineers' Society action was reported as practically dead at the present time.

The Acting General Secretary also reported that Wages Boards under the chairmanship of Mr. Beey were deferred on account of the uncertain industrial outlook caused by the war.

Mr. Odell thought it would be a good idea to have the financial position of the Association placed before all Executive meetings. After dis-

(Continued on page 5.)

1/- Minimum Deposit. **GOVERNMENT SAVINGS BANK OF NEW SOUTH WALES.** £500 Interest Limit.
 Head Office: 11 MOORE ST., SYDNEY.
 Commissioners—F. A. WALKER (President), W. H. O'M. WOOD, H. D. HALL.
 DEPOSIT YOUR SURPLUS MONEY
 In this bank where it will earn INTEREST at 3 1/2 per cent. on the first £200, and 3 per cent. on the excess to £500, and be REPAYABLE ON DEMAND when you require it.
 Deposits received from 1s.
 MONEY TO LEND ON MORTGAGE.
 at Low Interest to Farmers and Settlers, and on approved City and Suburban Freeholds.
 THIS BANK HAS NO AGENCIES AT POST OFFICES.
 Represented in the State by 127 Branches and over 500 Agencies.
 By order of the Commissioners, J. H. DAVIES, Secretary.
 3 1/2 per cent. Interest on First £200. 3 per cent. On Excess to £500.

SEE THE DENTIST BEFORE THE DOCTOR

 The most common cause of headache, neuralgia, and indigestion, is bad teeth. The only complete cure for these troubles is to have every Tooth in your head in good order.
 Why suffer? The cure is not worse than the disease when Spencer Nolan does the work.
 Positively painless extractions and fillings are guaranteed, and the fees are reasonable.
 Teeth that are not worth saving should be extracted and replaced with comfortable and attractive Artificial Sets. Spencer-Nolan would make you a splendid-looking Set, upper or lower, for One Guinea.
 Guaranteed Painless Extractions, 2/6. Painless Amalgam Stoppings, from 5/-; Painless Fillings of Pure Gold, from 10/6.
 Single Tooth, from 5/-. Gold Teeth on Plates, from 15/-. Gold Crown, from One Guinea.
 All other Fees equally moderate.
 My Coraline Gum Sets are absolutely unbreakable, and have a wonderfully natural appearance.
SPENCER NOLAN THE DENTIST
 28 OXFORD ST., SYDNEY. (Next to Wian's)

The Largest and most Up-to-date Boot Store in the Commonwealth.
 You will save **5/-** in every £
 by Purchasing all your Footwear from us
 Country Order Dept. a Speciality.
 Send for ILLUSTRATED CATALOGUE

HORTON'S - - - Newtown
 (Frank Bamfield, Proprietor.) (Opp. Post Office)

I SAY RAILWAY AND TRAMWAY MEN
 Secure your OILSKINS from the well known maker,
H. HUGHES, 121 Regent Street.
 Just above Head Office of the Amalgamated Railway and Tramway Association.

Quick Light Luncheon and Smokers' Lounge
 Chess, Draughts, Dominoes.
THE MOCHA COFFEE CO.
 Hoskins' Place (off 86 Pitt St.)
 Branches: 75 Elizabeth Street, near King Street; 11 Pitt Street; 65-67 King Street; Angel Place (off 127 Pitt Street).
 MCKELL'S COFFEE IS THE BEST.
 2s., 2s. 3d. and 2s. 6d. lb.
 Coffee Obtainable at all Branches.

CENTRAL RAILWAY MOTOR GARAGE.
 NEXT DOOR TO LYRIC THEATRE.
CARS FOR HIRE AND FOR SALE Best Mechanics Employed.
 RAILWAY OFFICIALS AND EMPLOYEES Specially Catered for.

Try "AULD JOCK" WHISKY

TOOTH & CO., LIMITED
 PROPRIETORS . . . SYDNEY

N.S.W. Amalgamated Railway and Tramway Association.

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

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

HEAD OFFICE: Bowen's Building, Central Square, Sydney (opposite Newmarket Station). TELEPHONES: 555. Co-op., City 3641. PRESIDENT: E. D. CAMPBELL (Railway Per. Way).

VICE-PRESIDENTS: J. McDONALD (Ultimo Power House), V. KAVANAGH (Ultimo Power House). EXECUTIVE OFFICERS: M. A. O'DONNELL (City Per. Way), G. H. STOKES (Mechanical), H. ODELL (Foreman's Clerk).

LOCAL SECRETARIES will kindly furnish time and place of meetings, and notify any errors appearing with respect to table below.

Table with columns: BRANCH, SECRETARY, ADDRESS, PLACE OF MEETING. Lists various branches like Albion, Almidale, Ardara, etc., with their respective secretaries and meeting locations.

BRANCH MEETINGS

COWRA BRANCH. The monthly meeting of the above branch was held in the Ladies' Waiting-room, Cowra Railway Station, on Sunday, August 2.

There was a very large attendance of members present. It is very encouraging to see such large attendances to the officers, and also to the members, and it shows that they are good sticklers to the All Grades.

Mr. J. Wark occupied the chair and carried out his duties like a past-master at the game of correspondence was read and dealt with.

There were several new members admitted, and the treasurer's eyes shone out when he received the subscriptions, and he remarked that he would have to get a leather bag to carry it home after the meetings.

getting the State members to vote solidly against the Bill.

A letter was received from the Picton branch in reference to No. 1 Board, and asking co-operation in sending a letter to the Minister for Railways, urging him to try and bring about some method to accelerate the sittings of the various boards or appoint more chairmen to deal with the various groups.

Minutes of the previous meeting were read and confirmed and correspondence dealt with. Seven new members were admitted on the motion of Messrs. Hellaby and May, namely, Messrs. K. Ahearn, Spillane, A. Cowley, E. Haley, A. Cassell, A. McConnell, and W. Slattery.

TAREE.

The monthly meeting of the above branch was held at the Protestant Hall last Friday, the 31st ult., president, Mr. P. F. Landrigan, in the chair. A good number of members attended.

to supply the collectors with requirements applied for.

Letter from Mr. Crumpton, reporting members in arrears. It was decided the matter be left in the branch secretary's hands.

Letter from head office, asking for nominations for council. Resolved that no nominations be sent by this branch.

Letter from R. A. Price, Esq., M.L.A. in reply to branch secretary, asking him to assist the association by voting against the following matter when it comes before Parliament.

Resolved that Messrs. G. Balfour and J. Clune be elected to the position of auditors for the term, and that Mr. W. Sessions be appointed a collector for this branch.

In reply to branch secretary's letter, head office wrote enclosing transfers for several members, also that they had no record of Messrs. A. Stevens and H. J. Rich on their books.

It was previously decided to hold the branch monthly meeting on the first Friday in each month, in the Protestant Hall, but we find now that the hall is engaged by other societies fortnightly, therefore, the meetings were held in the hall, and the matter placed on it, so your best plan if you want to know what is really doing is to attend all your branch meetings.

Minutes having been disposed of, correspondence was proceeded with, first being letter from Mr. T. Doherty, re being debited as a senior when he was only a junior porter.

Instructions were given the secretary to write to head office asking what steps have been taken regarding the result of the deputation to the Chief Commissioners. It was also decided that the general secretary be written to asking that a special effort be made by the association to remedy the disabilities under which the women gatekeepers at present suffer on the North Coast line.

The Taree branch is now in action, and with head office as our Imperial Government, intend to wipe out the non-unionists. The socialists, being allies, will come in later and assist the one big union. We are now making our way to the front rank, and before long expect to be level with the Werris Creek branch, and as far as the quarter is concerned we are pretty close to Lismore, 76 financial out of 85 members, and a big number are yearly medallists.

A special meeting was held in the waiting-room on the 6.8.14 to deal with important matters. Mr. Barnes, who had been elected president, took the chair, and there was a good attendance of members.

From signalmen, Kalibrah, re working overtime on Saturday nights, and cutting out same; and extinguishing and lighting signal lamp.—Sent on to the District Superintendent for immediate attention.

A discussion ensued as to non-attendance of those members, and it was resolved that they be asked what action they have taken with department, and their attention be drawn to the fact that meeting are held fortnightly for their benefit, and that while we are in thorough sympathy with their grievances, and seeing that they are off duty on Sundays, this branch would like to see them attend the meetings and present their grievances.

From Head Office, re the matter of giving branch authority to deal with members in arrears, and that executive thought it a good idea to send names, and amounts owing, to Chief Commissioner.

Re the 10/8 to Fetterly Salovar, under No. 10 Board award: This is effect this. There were six new members admitted to the branch, viz.: Messrs. V. Kurtz, porter, Mudgee; Randell, porter, Mudgee; Bright, ganger, Lue; Flack, fuelman, Mudgee; Webby, fletcher, Rylands; and Cape, fletcher, Chandlera.

NEWCASTLE No. 10.

The fortnightly meeting of above, for traffic, will be held at Beacham's Room, Fern-street, Islington, on Sunday, August 16th, 1914, at 10 a.m. sharp; and at Trades Hall, Newcastle, on Tuesday, August 18th, at 7.30 p.m. sharp.

Names of members in arrears to be brought on, and also discussed, as to who will be in the first batch to be dealt with. Several have availed themselves of the opportunity to reduce their arrears, and have now placed themselves on a financial footing, ready for war against those unfinancial members who do not intend to pay.

Special War Note.—No armistice granted after this meeting. The countersign is, from now on, "Are you financial?"

The fortnightly meeting of Traffic was held at Beacham's Room, Fern-street, Islington, on Sunday, August 2nd, Mr. M. A. Frewin occupying the chair, and in the absence of Mr. T. Godfrey (who was attending the smoke social in Sydney), Mr. Joe Kenny acted as branch secretary.

Minutes having been disposed of, correspondence was proceeded with, first being letter from Mr. T. Doherty, re being debited as a senior when he was only a junior porter.

From District Superintendent, re proposed deputation of coal guards to Commissioner, and asking for information re gatekeepers at Broadmeadow being called upon to do signalling duties.—It was resolved that District Superintendent be written to, informing him that this matter had been supplied, and that it is part of deputation to Chief Commissioner.

From signalmen, re stagnant water under box, and danger existing at level crossing, insufficient lighting, obscured view, which has been brought under notice of District Superintendent again.

Copies of letters sent to members in arrears, in reply, were read and freely commented on. At the next meeting the names of those in arrears are to be discussed with a view of picking out the first few to be sent in report of next meeting's business. In, and names, etc., to be published several already have availed themselves of the opportunity of making themselves financial, and a very considerable amount of their arrears has been struck off; the same applies to all in arrears, providing the conditions are complied with and kept honorably.

From Mr. A. R. Gardiner, M.L.A. re depositions of inquest on late Mr. J. J. McManus, and from department of the Attorney-General to Mr. Gardiner, that cost of same would be 8/4.—Same sent.

It was resolved that a letter of thanks be sent to Mr. A. R. Gardiner, M.L.A., for the interest he has taken in the case of the late J. J. McManus; also in all our Association's business that has been brought under his notice; and that the best thanks of branch be extended to Mr. B. Frances for his untiring assistance in enabling branch secretary to deal promptly with this case.

From general secretary and Department, re case of Mr. T. Ashton (highly successful), and advising that the matter of Merewether-street gatekeepers would be placed before the executive at their next meeting; also that the matter of abolition of wages boards will also be placed before the executive.

Resolved, that chairman of builders' award be written to by Head Office, asking his interpretation of bricklayers' laborers, working on buildings and bridges; and what distinction, if any, there is between bridges, buildings, and platforms.

Resolved, that Divisional Engineer be written to asking that a copy of builders' award be posted in conspicuous place at Gunnedah.

Resolved to ask Head Office for full particulars re men working on reservoirs what rate of pay they get, and what department they come under. This refers to Bathurst reservoir.

Resolved, that Superintendent of Lines be written to, re brakewomen on up trains not being gassed at Werris Creek; also to draw his attention to gas globes being broken, and requesting him to communicate with District Superintendent, Murrumbidgee, also to bring under his notice that there are no gassing appliances at Woodville Junction.

Resolved, that District Superintendent, Newcastle, be written to, re the filthy condition of vans at Newcastle, particularly at night time; also that the dangerous practice of utilising junior porters to clean buffers and couplings, they not having been made efficient in the safe workings, and having to go between carriages to clean buffers and couplings, at times, when shunting operations are in progress, to the danger of themselves and guards and shunters, be discontinued, and that seniors do this work.

Branch Secretary T. Godfrey arrived from Sydney at this juncture and attended meeting. Needless to relate, he was received with applause, and gave an account of the smoke social entertainment; also the explanation why the last branch report had not appeared in "Co-operator."

Resolved, that clause 23 of Per. Way claims read: "To be paid double time," and that clause 46 of same be struck out, to read: "That they be paid wet and dry." To also advise Head Office that no claims were published for either bricklayers or bricklayers' laborers.

Eighteen new members were admitted, thus bringing the total membership to date up to 1469 strong in this branch, comprising over 350 Loco. Running staff and over 300 Traffic, the balance being of all trades and grades in the Service. Twenty more to be admitted at next meeting, so far. Members of this Association should not be bluffed or coerced into leaving us and joining any sectional union. They may use all sorts of bluff and threats; ignore them and stay with us.

Any of you who are being threatened draw up a standard of your case where you have been threatened, sign same and branch secretary will have same taken before a J.P. for his signature, and the offending parties will then be severely dealt with.

A meeting of the above was held on Sunday, 2nd inst., Mr. H. Behan in the chair. The minutes were confirmed, and correspondence read and received, also balance-sheet for June quarter. It was resolved that secretary write to the State member for Gwydir, explaining the Labor Council's action to secure the constitution of wages boards on craft lines, and asking him to give it his earnest consideration with a view of opposing it when bill is submitted to Parliament.

A meeting of the above was held on Sunday, 2nd inst., Mr. H. Behan in the chair. The minutes were confirmed, and correspondence read and received, also balance-sheet for June quarter. It was resolved that secretary write to the State member for Gwydir, explaining the Labor Council's action to secure the constitution of wages boards on craft lines, and asking him to give it his earnest consideration with a view of opposing it when bill is submitted to Parliament.

The following new members were admitted:—Messrs. T. Way, Warialda; G. P. Campbell, Bellata; C. S. Kay and H. Latter, Moree; and R. W. Baker, Bellata, by clearance.

BRANCH NOTICES.

RAILWAY SIGNALS. The annual meeting of this branch has been fixed for the 29th inst. All members of the Railway Signal Branch are requested to attend their next branch meeting at Head Office, Bowen's Buildings, on Thursday, August 20th, at 8 o'clock sharp.

WATERFALL.

The next meeting of the above branch will be held at Waterfall (not Sutherland as previously erroneously notified) on Tuesday next, 18th inst. All members and intending members are invited to roll up.

RAILWAY.

APPEAL BOARD ADVOCATE. In response to numerous requests, T. W. Richards, President, and Secretary of Amalgamated, also 6 years Appeal Board representative, with over 30 years' Service experience of all Staff disabilities, has decided to act in the abovementioned capacity. Anyone desirous of securing his services may do so at his office, Orchard's Buildings, between 9 a.m. and 5 p.m.

FOR PRACTICAL QUESTIONS AND ANSWERS FOR RAILWAY SERVICE EXAMINATIONS, SEND 2/1 TO T. D. RICHARDS, ORCHARD'S BUILDINGS, SYDNEY.

CLUB SECRETARIES write to W. J. AMOR, MOUNTAIN STREET SYDNEY. Manufacturer of Trade Union Emblems Contractor to Amalgamated Railway and Tramway Association.

Resolved, that Superintendent of Lines be written to, re brakewomen on up trains not being gassed at Werris Creek; also to draw his attention to gas globes being broken, and requesting him to communicate with District Superintendent, Murrumbidgee, also to bring under his notice that there are no gassing appliances at Woodville Junction.

Resolved, that District Superintendent, Newcastle, be written to, re the filthy condition of vans at Newcastle, particularly at night time; also that the dangerous practice of utilising junior porters to clean buffers and couplings, they not having been made efficient in the safe workings, and having to go between carriages to clean buffers and couplings, at times, when shunting operations are in progress, to the danger of themselves and guards and shunters, be discontinued, and that seniors do this work.

Branch Secretary T. Godfrey arrived from Sydney at this juncture and attended meeting. Needless to relate, he was received with applause, and gave an account of the smoke social entertainment; also the explanation why the last branch report had not appeared in "Co-operator."

Resolved, that clause 23 of Per. Way claims read: "To be paid double time," and that clause 46 of same be struck out, to read: "That they be paid wet and dry." To also advise Head Office that no claims were published for either bricklayers or bricklayers' laborers.

Eighteen new members were admitted, thus bringing the total membership to date up to 1469 strong in this branch, comprising over 350 Loco. Running staff and over 300 Traffic, the balance being of all trades and grades in the Service. Twenty more to be admitted at next meeting, so far. Members of this Association should not be bluffed or coerced into leaving us and joining any sectional union. They may use all sorts of bluff and threats; ignore them and stay with us.

Any of you who are being threatened draw up a standard of your case where you have been threatened, sign same and branch secretary will have same taken before a J.P. for his signature, and the offending parties will then be severely dealt with.

A meeting of the above was held on Sunday, 2nd inst., Mr. H. Behan in the chair. The minutes were confirmed, and correspondence read and received, also balance-sheet for June quarter. It was resolved that secretary write to the State member for Gwydir, explaining the Labor Council's action to secure the constitution of wages boards on craft lines, and asking him to give it his earnest consideration with a view of opposing it when bill is submitted to Parliament.

The following new members were admitted:—Messrs. T. Way, Warialda; G. P. Campbell, Bellata; C. S. Kay and H. Latter, Moree; and R. W. Baker, Bellata, by clearance.

BRANCH NOTICES.

RAILWAY SIGNALS. The annual meeting of this branch has been fixed for the 29th inst. All members of the Railway Signal Branch are requested to attend their next branch meeting at Head Office, Bowen's Buildings, on Thursday, August 20th, at 8 o'clock sharp.

WATERFALL.

The next meeting of the above branch will be held at Waterfall (not Sutherland as previously erroneously notified) on Tuesday next, 18th inst. All members and intending members are invited to roll up.

RAILWAY.

APPEAL BOARD ADVOCATE. In response to numerous requests, T. W. Richards, President, and Secretary of Amalgamated, also 6 years Appeal Board representative, with over 30 years' Service experience of all Staff disabilities, has decided to act in the abovementioned capacity. Anyone desirous of securing his services may do so at his office, Orchard's Buildings, between 9 a.m. and 5 p.m.

FOR PRACTICAL QUESTIONS AND ANSWERS FOR RAILWAY SERVICE EXAMINATIONS, SEND 2/1 TO T. D. RICHARDS, ORCHARD'S BUILDINGS, SYDNEY.

CLUB SECRETARIES write to W. J. AMOR, MOUNTAIN STREET SYDNEY. Manufacturer of Trade Union Emblems Contractor to Amalgamated Railway and Tramway Association.

8-Hour Demonstration ALL GRADES TAKING PART BIG DISPLAY Determined Upon.

Prizes to Branches for numerical and spectacular displays by the Amalgamated and Co-operator.

Monster Committee Meeting to be held on August 25th, at H.O.

Branch Secretaries, Collectors, and Members urged to be present to complete arrangements for effective participation.

Don't Forget the Date: August 25th at H.O.

Staff Changes and Promotions

APPOINTMENTS. Locomotive Branch.—Fuelman: Donald Eather, Narrabri West. Tool Collector: W. McGuire, Werris Creek. Cleaners: H. Callinan, Armidale; M. Fitzgibbon, Lismore. Call Boy: A. Hughes, Hamilton. Apprentices: W. Irwin, Newcastle; W. Hucker, Werris Creek.

Permanent Way Branch.—Fettler: Adolph Peterson, Merah North; Oliver Lewis Cryon; Charles Ogilvie, Moree-Inverell; Herbert W. Swan, Lismore. Shop Boy: Ernest C. Thornburn, Lismore.

TRAFFIC BRANCH.—Porters: Francis Burraston, Narrabri West. Junior Porters: William G. Reid, Newcastle; Bertie Dickson, Tenterfield; Charles Smith, West Was; Donald Atwell, Murrumbidgee. Gatekeepers: Jane Steadman, Toronto; Florence Sweeney, Walch Road; Frank Hinds, Gunnedah; Priscilla Berryman, Baan Baa.

RESIGNED OR LEFT THE SERVICE. Locomotive Branch.—Fireman: W. Campbell, Newcastle. Permanent Way Branch.—Gangers: William J. Thompson, Lismore; Fetterly: Charles R. McDonald, Hilldale.

TRAFFIC BRANCH.—Guard: Albert Fairburn, Armidale. Porters: Percy Penfold, Newcastle Relief Staff; Ernest Randall, Werris Creek. Gatekeepers: Mary Chapman, Toronto; Frederick Harris, Reducing Time Staff, Newcastle.

RESIGNED OR LEFT THE SERVICE. Traffic Branch.—Electric Driver: William E. Martin, Edward Boverat; John Schumack, Sydney. Conductors: John Young, Harry A. Morris, Cecil Brown, Ernest E. Shiels, David Smith, Hastings W. Moore, Thomas C. Hoole, Sydney.

REMOVALS—RESIGNED OR LEFT THE SERVICE. Electrical Branch.—Cleaners: Hugh Allison, Henry J. Ralph, Sydney. Shift electrician: Arthur H. Hedger, Sydney. Laborers: Richard J. Birch, Arthur Looke, Sydney. Switcher: Robert G. Leasing, Sydney. Shop Boy: Alton Morrison, Randwick. Blacksmiths' Laborer: James Batten, Randwick.

MUTUAL AID CLUB. A meeting of Amalgamated members interested in the formation of a Mutual Aid Club was in our last issue announced to be held on the 17th inst. at H.O.

We have now been advised that it has been necessary to postpone the meeting until Monday, the 24th inst., when those interested are invited to roll up to Head Office and give the system a good kick-off.

A diary compiled by an old-timer on the street railway should have many pages of an eventful life. A conductor and his fares are soon parted. A motorman need not be a baseball player to make a good short stop.

Some car crews are more familiar with each other's physical characteristics than those of the road over which they run.

PILES AND THEIR CURE. The pamphlet, "Piles, and How to Cure Them" without operation, by the CANALIN treatment, will be sent post free to any sufferer. It has cured great numbers suffering with every form of this complaint, and is recommended by well-known people. Write ALBERT HARRIS, Department H, 109 Elizabeth-street, Sydney.

Defend Yourself with George's Big Values. It's up to you to make the most of your money, and George will help you. Workers—my values will defend your purses. Just look what I offer you. SPECIAL VALUES IN OVERALLS. NO GET ALL YOUR CLOTHING NEEDS AT GEORGE'S. FREE HOUR APT FREE TO ALL WET. SEND 2/1. Come along—see my splendid stock. I have all that you men want in the way of Clothing. Economy waits to greet you at GEORGE'S. SPECIALIST IN MEN'S GOODS. 167-9 SUSSEX STREET, near Pyrmont Bridge, SYDNEY.

THE CO-OPERATOR.

PUBLISHED WEEKLY. TERMS TO SUBSCRIBERS. Within the Commonwealth. (In Advance Only.)

It must be distinctly understood that "The Co-operator Ltd." is alone responsible for all editorial matter appearing in this issue.

Space will be given for contributions and articles dealing with any helpful subject. We will do our best to authenticate all facts sent in, and where we cannot do so will place matter in an open column where we will not be responsible for the opinions expressed.

We want agents at all depots, workshops, and country centres, who will be paid for their services.

Whist all our business in connection with free services to our readers will be conducted in good faith, and the best service and advice given, it must be understood that all such service is of a friendly nature, and without legal responsibility.

Printed and Published by A. A. Catts, for THE CO-OPERATOR LTD., 431a Kent-street, Sydney, N.S.W.

THURSDAY, AUGUST 13, 1914.

THE EFFECTS OF THE WAR. A RAPID GLANCE AT THE POSITION.

Within the past ten days there has been heard of and read, such a series of happenings as perhaps it would be safe to say has never previously been known to transpire in such a short period of time. War was rumored, war was declared, and in one breath we were told of battles on land and sea, of victories and defeats, of losses and gains, and of dangers hitherto unheard of. With a fascination born of a new experience and a sublime ignorance which is natural enough when we come to view things calmly, every invention of an imaginative and very yellow evening press, every surmise with the merest color of problematical truth about it, found a ready acceptance in our minds. Is it any wonder that every indication of a panic should be set the people? The accounts, in nearly every case variable, and always dependent on their source for the reservations and limitations with which they were received, the rumors and alarms and whispered confidences have been truly wonderful during the brief two weeks since the actual declaration of war by Germany set the machinery of our journalistic imagination going. That events have marched with truly startling rapidity cannot be denied, but the sceptre of national and personal want, of business failures and unemployment and all the attendant horrors so faithfully pictured in the public mind are so hopeless a misrepresentation of the actual position from the Australian point of view that it is a justifiable analogy to compare it to the nightmare which follows a glutinous surfeit of food (news) for the excited imagination. That these things are true needs no confirmation. And it can be said with equal truth that any harm that so far has been done is due to this unwarranted destruction of the national confidence and its consequent effect upon the business judgment of the people.

will give the Bank of England a fund of gold amounting to over a hundred millions.

ONLY SMALL TROUBLES. So far as Australia is concerned, the only immediate financial difficulty is met with in the inability to cable remittances to and from London owing to the press censorship conditions prevailing, which prohibiting the use of bank or other codes. The quarantine proclaimed in England has the effect of postponing payment of bills falling due in London for one month, which creates a temporary difficulty, but which will speedily find adjustment.

AUSTRALIA'S BANKS ARE SAFE. With regard to Australia, it is evident that we cannot have rates for money here greatly lower than in London, and that exchange rates must conform to the great advance in money in Europe. We must expect action to be taken in those directions shortly. For the rest, our banks are in a position of exceptional strength here—they never held so much coin before—and they have £20,000,000 more in London. Speculation may have to be checked, but legitimate business should go forward without hindrance, and if we hold stock of produce for some time customers may be assisted to do so. But of this we may be assured, this financial crisis is not going to last.

SCARE NOT JUSTIFIED. That considerable anxiety should be felt in Australia while the financial crisis raged the London money market is but to be expected, but there has not been, nor is now, any justification for such scare headings as "Stock Exchange Panic," "Over Three Millions Lost in One Week," "Money Panic Everywhere," all of which are taken from our evening dailies of recent date.

TRADE SAFE. If we had any reason to anticipate a total stoppage of our trade overseas, we might expect serious financial trouble to follow. But on the contrary, it is clear that we have no such prospect to face. As far as foodstuffs are concerned, the British Government is prepared to cover the war risks and the demand will be quite as great, if not greater, than before with the possibility of advanced prices obtaining. Of all the overseas dominions of the British Empire, Australia should feel the evil effect of the war least. Our present prosperity is not inflated, and our financial position here is exceptionally strong and self contained.

THE BANK RATE. Beyond doubt the most serious effect of the war lies in the disorganization of the Australian money market, due to the financial crisis that has been experienced in London during the past few weeks. Never has the complicated financial arrangements of the whole world been faced with such a possibility of unrestricted panic than during the past few weeks. Between Monday and Wednesday, the last week in July, the Bank of England was rushed with applications for advances by business men in consequence of the flooding of the English market with foreign securities and the refusal of Stock Exchanges to deal in them, and in that short period advanced no less a sum than thirteen and three-quarter millions. It was but natural that an advance in the bank rate should follow, and accordingly, on Thursday, July 30th, the Bank of England raised the discount rate from 3 to 4 per cent. In succession followed advances of from 4 to 8 per cent. on Friday and from 8 to 10 per cent. on Saturday, 1st of August.

THE STRONG RIGHT ARM OF LABOR.

Slowly, but surely, it is coming to be realised in the Labor movement that economic organisation is more than merely helpful to the attainment of better conditions, that it is not only a means, but the chief means, whereby progress can be made.

The present day degradation of so large a percentage of the workers is directly due to their economic enslavement; and it is economic freedom that is demanded.

Now, Parliamentary action is at all times useful, in proportion as it makes for economic emancipation of the workers. But Socialists and Labor men in Parliament can only do effective work there in proportion to the intelligence and economic organization of the rank and file.

WEEKLY TALK ON CURRENT TOPICS

(By Acting General Secretary.)

The first week of my office as acting general secretary has just come to an end, and things have now started to settle in the ordinary groove, and business in the office is going on as usual.

THE WAR SCARE. The war scare touched the members of our association, and numerous visitors called at the office to see if we could say what their position might be. Many rumors were flying about that hundreds of men were to be put off in various branches of the Service, and naturally our members were very much concerned; and the action of the daily papers in spreading these rumors without foundation at present is to be much deplored.

On Wednesday last the appeal against No. 3 Board came on for hearing. The Amalgamated had filed fresh claims for women gatekeepers, junior porters and others, and I attended at the Industrial Court on behalf of this Association. The chairman, said that in view of the position he felt it would not be wise to go further with this appeal. The whole industrial world was very much unsettled since the declaration of war, and he thought it wise to postpone the proceedings of this Board for the present. I concurred with Mr. Beeby, and he deferred the sittings of this Board to a later date.

Everything is now ready to go on with the appeal against No. 2 Board, and it is expected that it will sit within a week or so. It will be remembered that an appeal was made against the award in regard to loco laborers and others, and it had been arranged by our Association that Mr. Stuart Robertson, M.L.A., instructed by Mr. Thompson, the general secretary, should take this appeal. Mr. Robertson, however, has notified our Association that he is compelled to forego appearing in this matter, his hands being very full with many other important things. Full consideration was given to the securing of a substitute for Mr. Robertson by executive at their meeting on Monday night, and it was decided to employ Mr. T. S. Crawford, M.L.A., and in the absence of Mr. Thompson, that I should instruct Mr. Crawford. We are sanguine that we shall be able to secure considerably better conditions from this appeal for the men concerned.

THE ORGANISING TOUR. The executive have given very full consideration to the next organising tour to be undertaken by me. It has been decided that very early in September I shall start out on a thirty-two day tour of the west. Penrith, which is a very large centre, is to be the first port of call, and will be followed by Mount Victoria, Eskbank, Wallerawang, Mudgee, Bathurst, Blayney, Cowra, Orange, Wellington, Dubbo, Nyngan, and Trangle, and as much time will be spent in organising between these centres as it is possible to give. This, of course, is only preliminary. A full roster is now being compiled, and I hope to be able to publish it next week. At this juncture, however, I trust that branch officials and members will start to get ready, so that absolutely the best results may accrue from my tour. From the results which we have seen from the southern tour it is quite evident that these tours are most profitable to the Association, and I am hopeful that our position will be much strengthened by my visit to the west.

HEAD OFFICE VISITORS. During the week a number of our prominent branch officials have called in to Head Office, and I am very glad to make the acquaintance of many and to renew my acquaintance with several others. Mr. Adam, secretary of Cowra branch, came in for a chat whilst in town, and he is most enthusiastic about the prospects of the branch in his centre. He says that a feature of his branch is the energetic set of collectors which they have. Rapidly the financial position of members is being brought right up to date, and even the treasurer has at times to express his pleasure at the amount of money being paid in on behalf of members. This is the sort of thing which every branch might emulate; a good set of collectors is invaluable, and I trust that our western branches will follow the lead given by Cowra.

Consideration of the part the Association is to take in the Eight-hour procession was to be considered on Tuesday evening, full particulars of which will be found elsewhere in this issue. All the information possible has been gathered, the cost of badges, a temporary banner, and

every other detail in connection with the making of a good display, and I am sure that if the council takes this matter up enthusiastically our Association will be able to make the display of the procession. We have, perhaps, more members in the metropolitan area than any other union in New South Wales, and if they will only take this matter up we can show a very large and imposing attendance.

BRANCH MEMBERS. A number of branches have not yet forwarded in their returns for the April-June quarter, and I trust they will attend to this matter promptly so that I may get the total returns up to date.

GENERAL SECRETARY AT SEA. Just as I write this I have a note before me from Mr. Claude Thompson, general secretary. He writes under date 5th August from the s.s. Wyandra, on some business matters, and reports himself having an enjoyable trip.

NO. 1 BOARD. During the week forms have been sent to every branch secretary and country collector in N.S.W. to be filled in by men who are prepared to give evidence before the board. I trust that those concerned will attend to this matter promptly. This board is a very heavy one to deal with, and we cannot afford to go before it with our claims in an imperfect condition. If we expect to get the best results our evidence must be absolutely in perfect order. I trust those concerned will attend to this at once.

A number of suggestions and objections to those claims published in the "Co-operator" of July 30th have been received, and a meeting is being convened by the Per. Way draft committee to deal with these. All concerned may rely upon their suggestions being given full consideration.

LAND VALUE OR MAN VALUE? (By H. Beach.) That the bounty of the Earth was intended for the people of the Earth is generally conceded. But does the bounty of the Earth reach the people—the masses of the people? The reply is "No, it does not!" Why? Because of artificial obstructions. What are these artificial obstructions? The chief one is private property in land. The man that owns the land owns the people upon the land. "Land values," so called, are conferred by "the presence and needs of the people," as Sydney owners of city property would discover if the population migrated to (say) Bourke; they (the people) would take "land values" with them. We should call it "man value."

The world's shocking example of the evil of private property in land is New York City, built upon Manhattan Island. John Jacob Astor the elder had the provision to see that it was a good position, and bought land largely. To-day there are three generations of Astors multi-millionaires, who never did a tap. They only collect the unearned increment, which is the profit of the labor of others.

The same phenomenon occurs in every city or town where there are aggregations of people, and it is the business of speculators to take advantage of this for profit. All workers should therefore be thankful for the graduated land tax introduced by the Labor party, which is a check on such speculation. Many shopkeepers in Sydney will tell you that if they work only for three days a week for the landlord they consider themselves lucky men. The City Council of Sydney will not sell a foot of land—only lease it—and eventually secure, as trustees of the people, the increases in value for the people and use them to reduce taxation or improve services.

A POPULAR TRAMWAY MAN'S BAD LUCK. The majority of Railway and Tramway men in the metropolitan area know Mr. "Taddy" Wright. A gifted elocutionist is Taddy, and there are very few benefits going that he has not played a leading part in. He never refused to give of his best to all charitable functions, and was never known to accept even "tax." He has just had a visitation of real hard luck. A few weeks ago he went to Muswellbrook for a holiday, and the room he was occupying had a glass door opening outward. Feeling rather stuffy, Mr. Wright opened the door during the night and, thinking there was a balcony attached to it, stepped right out into a void and fell about 20 feet. It was a miracle he was not instantly killed. He had several ribs broken, a leg fractured, and an arm, and received a terrible wound, lacerating the flesh almost from his back to the knee on one side. For a period of three months he was an inmate of a private hospital and underwent a special massage treatment. It is pleasing to know that Mr. Wright is now almost convalescent, but the bill presented him reached close on £100. With the great gifts he possesses he might have been able to clear the debt by a series of concerts, but being a railway man, he was wading in troubled

water if objections were made by professional men. However, to their great credit, the professional musicians offered to stand by "Taddy," and are organising a benefit for him, which is fixed to take place in the Protestant Hall on September 10th. This fact alone stamps him as a man of talent, and one who is esteemed. The tickets are out for sale, and we trust that at least the members, whom "Taddy" helped so often with a free heart, will co-operate to make the benefit wipe out his indebtedness, and leave his bad luck just a little scar on his memory. "For blessings ever wait on virtuous deeds, and though late, a sure reward succeeds."

THE MONTHLY MEETING OF THE SYDNEY BRANCH WAS HELD AT HEAD OFFICE, CENTRAL SQUARE, SYDNEY, ON THE 6TH AUGUST. MR. W. ARMSTRONG, PRESIDENT, WAS IN THE CHAIR. AFTER THE MINUTES OF THE PREVIOUS MEETING HAD BEEN READ AND CONFIRMED, CORRESPONDENCE FROM H.O. WAS READ AND RECEIVED. THE FIRST MATTER TO RECEIVE ATTENTION WAS THAT REFERRING TO THE DECISION OF THE CHAIRMAN OF NO. 11 BOARD, IN WHICH IT WAS STATED THAT HE WOULD HEAR OUR CLAIMS AS SOON AS THE CASE OF THE CAR AND WAGON BUILDERS WAS COMPLETE. THIS, IT IS STATED, WILL MEAN A DELAY, BUT IT CANNOT BE AVERTED. THE ALL GRADES' APPLICATION ON BEHALF OF ASSEMBLERS, LIFTERS' ASSISTANTS, WAGON BUILDERS' ASSISTANTS, FLOORMEN, AND LIFTERS WILL STAND GOOD AS SOON AS THE BOARD RESUMES ITS SITTINGS. THE CASE OF MESSRS. ANDERSON, COOK, AND MAY WAS NEXT DISCUSSED. IT APPEARS THAT THESE MEN ARE GANGERS EMPLOYED IN THE LOCO. WORKSHOPS, EVELEIGH. A LETTER WAS SENT BY GEN. SEC. TO MR. LUCY SOME DAYS AGO, DRAWING HIS ATTENTION TO THE FACT THAT THEY SHOULD BE PAID THE RATES LAID DOWN FOR GANGERS IN THE NO. 2 LOCO. LABORERS' AWARD, VIZ., 9/6. MR. LUCY, IN REPLY, STATED THAT HE DID NOT CONSIDER THEY WERE ENTITLED TO THAT RATE. THIS MEETING STRONGLY RESENTED, AND IT WAS RESOLVED THAT THE CASES BE SENT ON TO THE CHIEF COMMISSIONER, AT THE SAME TIME DRAWING HIS ATTENTION TO A PROMISE HE GAVE IN WRITING TO THE ASSOCIATION THAT HE WOULD PAY A SHILLING A DAY TO ALL GANGERS WHO HAD CHARGE OF MEN. THIS RESOLUTION WAS ORDERED TO BE SENT ON TO THE EXECUTIVE. THE NEXT MATTER DEALT WITH WAS A RESOLUTION FROM THE TARPULIN REPAIRERS, WHO ASKED THAT THE ASSOCIATION SHOULD TAKE UP THEIR CASE WITH THE CHIEF COMMISSIONER, AND IF NOT SUCCESSFUL THEY DESIRED THE MATTER TO BE TESTED IN THE COURT UNDER CLAUSE 26. AS THE LETTER WHICH WAS LAUNDED IN WAS VERY COMPLETE, SO FAR AS WITNESSES AND OTHER DETAIL WERE CONCERNED, AFTER HEARING THE HISTORY OF THE CASE BY ONE OF THE MEN PRESENT, IT WAS UNANIMOUSLY DECIDED TO SEND THE MATTER ON TO THE EXECUTIVE, WITH A REQUEST THAT IT BE TAKEN UP IMMEDIATELY WITH THE DEPARTMENT.

MR. F. AVERY WAS ANXIOUS TO KNOW IF ANYTHING FURTHER HAD BEEN DONE WITH THE CASE OF THE LIFTERS' ASSISTANTS AT ALEXANDRIA AND SYDNEY YARD. THE SECRETARY SAID THAT HE HAD RECEIVED NO INFORMATION FROM H.O. ANY FURTHER THAN THAT MR. T. HUNTER, WHO WAS EMPLOYED AT HARDEN DOING SIMILAR WORK THERE FOR 8/6 PER DAY AS HE IS DOING AT CLYDE SIDING FOR 9/4, WAS ASKED TO COME TO HEAD OFFICE AND SEE MR. THOMPSON, AS HE CONSIDERED HE WOULD BE A GOOD WITNESS TO PROVE THAT THE WORK AT COUNTRY DEPOTS AND ALEXANDRIA YARDS WAS EXACTLY SIMILAR TO THE WORK HE WAS DOING AT CLYDE REPAIR SIDING. MR. HUNTER MADE OUT A STRONG CASE, AND HANDED IT IN TO H.O., BUT HE HAS RECEIVED NO FURTHER NOTICE AT ALL FROM THE MATTER. MR. AVERY IS NOT AT ALL SATISFIED WITH THE WAY H.O. IS PUSHING THIS CASE; AND THE MEMBERS PRESENT STATED THAT H.O. SHOULD GET A MOVE ON, AS THIS IS AN IMPORTANT MATTER AND AFFECTS A LOT OF MEN. HOWEVER, AFTER HEARING A CERTAIN CIRCULAR READ BY THE SECRETARY, MR. F. AVERY SAID THERE APPEARED TO BE SOMETHING WRONG AT H.O. IN CONNECTION WITH THE CASE, AND HE WOULD CALL IN AND SEE MR. CORISH ABOUT IT. A CIRCULAR FROM H.O. WAS READ RE NO. 1 BOARD, IN WHICH IT ASKED THAT CERTAIN FORMS, WHICH WERE GOT FOR THE PURPOSE, SHOULD BE FILLED IN BY THE WITNESSES WHO WOULD BE CALLED, BUT AS THERE WERE NO PER. WAY MEN PRESENT THE MATTER WAS ALLOWED TO DROP. THE SECRETARY HERE STATED THAT IF MEMBERS PRESENT REQUIRED ANY OF THESE FORMS THEY COULD COMMUNICATE WITH HIM AND GET A SUPPLY SENT. THE SECRETARY READ A CIRCULAR FROM H.O., IN WHICH THE EXECUTIVE ASKED HIS BRANCH TO NOMINATE COUNSELLORS FOR LOCO. RUNNING (1), RAILWAY TRAFFIC (1), RAILWAY PER. WAY (2), AND TRAM TRAFFIC (1). AS NONE OF THE ABOVE-MENTIONED MEMBERS WERE PRESENT, IT WAS NOT DEALT WITH. MR. J. MUNRO ASKED THE SECRETARY IF HE HAD HEARD ANYTHING ABOUT NO. 2 LOCO. LABORERS' APPEAL. THE SECRETARY REPLIED IN THE NEGATIVE. MR. MUNRO THEN DETAILED WHAT HE KNEW IN CONNECTION WITH THE CASE, AND STATED THAT IN ALL PROBABILITY THE CASE WOULD COME ON FOR HEARING NEXT WEEK. HE STATED THAT THE CORRESPONDENCE MUST HAVE BEEN SENT TO THE CAR AND WAGON BRANCH AT EVELEIGH. THIS INFORMATION BROUGHT SOME PLAIN SPEAKING FROM SOME OF THE MEMBERS PRESENT. MR. F. BURKE WAS PARTICULARLY STRONG ON THE EXECUTIVE FOR GRANTING PERMISSION FOR THE OPENING OF THE CAR AND WAGON BRANCH AT EVELEIGH. AND AS THE PRESIDENT AND SECRETARY OF SYDNEY BRANCH HAVE BEEN INSTRUMENTAL IN KEEPING THE

SECRETARY OF THE EXECUTIVE SHOULD HAVE DECIDED TO OPEN ANOTHER BRANCH ALMOST IN OPPOSITION TO SYDNEY BRANCH. HOWEVER, IT IS THE INTENTION OF THE SECRETARY TO ASK THE EXECUTIVE TO BE PRESENT AT OUR NEXT MEETING. THE SMOKE SOCIAL RUN BY THE ASSOCIATION WAS ADMITTED BY ALL PRESENT TO BE A GREAT SUCCESS, AND THOSE RESPONSIBLE FOR THE AFFAIR DESERVE GREAT CREDIT. THERE IS NO DOUBT THAT MR. E. LAWLESS, WHO ACTED AS SECRETARY TO THE SOCIAL FUNCTION, WORKED HARD, AND IT MUST BE ADMITTED THAT THE SUCCESS OF THE MOVEMENT WAS LARGELY DUE TO HIM. AFTER OTHER MATTERS HAD BEEN DEALT WITH, AND THE RESIGNATION OF MR. STEEL HAD BEEN ACCEPTED, AS USUAL MR. J. MUNRO, MR. F. PINKSTONE, AND MR. W. SIGLE PROPOSED 45 NEW MEMBERS BETWEEN THEM, AND THEY WERE ADMITTED. THOSE THREE COLLECTORS ARE DOING VERY VALUABLE WORK FOR THE ASSOCIATION, AND CERTAINLY DESERVE GREAT CREDIT FOR THE LARGE NUMBER OF MEMBERS THEY PROPOSE EVERY MEETING.

JUNIOR PORTERS' GRIEVANCES. "A Metropolitan Junior Porter" writes:—"I have not noticed lately the Amalgamated taking action to secure some betterment for junior porters. Every man with whom we come in contact agrees that there is plenty of room for action. "Junior porters are very much dissatisfied in having to work nine hours, whilst only receiving nominal wages, and the adults receiving higher wages are worked eight hours. Why make this distinction? The juniors should work less hours when they only receive wages which enable them to merely exist; and in some cases juniors have to receive help from their parents. "I cannot understand the shortsightedness of the department. Juniors are required to be trained, and when old enough to be drafted into various positions which cannot be learnt by an outsider in a few months. Why not make the conditions of the junior better, and so encourage them to join the Service, and when they join stop there? I understood the Amalgamated had determined to take some action in this matter."

IF THE WRITER OF THE ABOVE WILL AT WHAT MR. CORISH, ACTING GENERAL SECRETARY, HAS TO SAY IN REGARD TO THE APPEAL AGAINST NO. 2 BOARD, DEALT WITH IN HIS WEEKLY REMARKS, HE WILL SEE THAT THE AMALGAMATED IS FULLY ALIVE TO THE REQUIREMENTS AND NECESSITIES OF JUNIOR PORTERS, AS WELL AS EVERY OTHER GRADE IN THE SERVICE. UNFORTUNATELY THE PRESENT EUROPEAN SITUATION HAS CAUSED A LITTLE DISLOCATION IN WAGES BOARD MATTERS. THIS, HOWEVER, SHOULD NOT LAST MANY WEEKS, AND JUNIOR PORTERS WILL THEN HAVE THEIR CLAIMS PRESSED FORWARD FOR THE CONSIDERATION OF THE BOARD.—Ed.]

SUCCESSFUL INTERVENTION. CASE OF GEORGE YOUNG. 22nd July, 1914. Mr. John Harper, Chief Railway Commissioner, Bridge-street, Sydney. Sir,—Our organisation has directed me to bring under your notice the case of George Young, Signal Section man in the Tramway Interlocking. Mr. Young has just called in to the office, stating that he has been ordered to proceed to South Grafton on Saturday next. I have to inform you that a few days ago Mr. Young appealed to the Appeals Board against his reduction in rank, and the Appeals Board upheld his appeal absolutely, and ordered the reinstatement of Young in his original position, that is to say, in the Tram Interlocking. Yet, now he has received instructions to the effect that the decision of the Appeal Board is not to be recognised. I feel sure that whoever gave him this information had no authority whatever so to do, and I request that immediate instructions be issued for the carrying out of the decision of the Appeals Board. I trust that you will treat this matter as urgent, as without instructions are given to the proper officers, Young will be compelled to carry out the instructions as now issued to him. Yours faithfully, C. THOMPSON, General Secretary.

24th July, 1914. Mr. C. Byles, Signal Engineer, Sydney Yard. Re George Young. Dear Sir,—My assistant, Mr. R. Corish, had an interview with your chief clerk, Mr. Wallis, this afternoon, in reference to instructions issued to George Young to proceed to South Grafton. As you are no doubt aware, Mr. Young was successful in his appeal, and the Appeals Board ordered his reinstatement, yet notwithstanding that, the instructions previously given to him to proceed to South Grafton were confirmed. The Chief Commissioner's office has just communicated to me the information that interim instructions have been issued to you that Young is not to be sent to South Grafton. This interim instruction is, I understand, to hold good until my protest against your invasion of the decision of the Appeals Board has

EIGHT-HOUR DAY.

The council of the Association met on Tuesday evening last to consider the part which the All Grades should take in the Eight-hour demonstration. A good attendance of members was present, and it was decided enthusiastically that the Amalgamated should take part. Mr. Kavanagh (delegate to the Eight-hour committee) reported that in the drawing for positions the Amalgamated had its position allotted between the loco drivers and the tramway employees. It was decided that the Amalgamated should make a composite or All Grades display, and every branch should be invited to take part. It was decided that the Association should allot the sum of £10 for prizes as an incentive to make a proper display. The "Co-operator" offered a further £5 to provide second prizes (for which the council passed a hearty vote of thanks).

A message was received from Mr. Hartill Law, that he had the promise of two overhead lorries and several other members of the council promised other requisites for the making of an effective display. It was decided to purchase a temporary banner for the procession, and a permanent banner later, a committee—consisting of Messrs. Kavanagh, O'Donnell, Larsen, Boys, Hartill, Law, and O'Sullivan—being appointed to consider the design. The same committee were authorised to consider the matter of banners and place an order.

The matter of badges was allowed to stand over, and in the meantime branches be invited to indicate their requirements. It was decided that a meeting of the executive, council and branch officers and collectors be called, and a monster meeting be held at H.O. on August 25 to go fully into details. It was also decided to circulate the branches to this effect, and urge that this matter be given first consideration.

LAND VALUE OR MAN VALUE?

(By H. Beach.)

That the bounty of the Earth was intended for the people of the Earth is generally conceded. But does the bounty of the Earth reach the people—the masses of the people? The reply is "No, it does not!" Why? Because of artificial obstructions. What are these artificial obstructions? The chief one is private property in land. The man that owns the land owns the people upon the land. "Land values," so called, are conferred by "the presence and needs of the people," as Sydney owners of city property would discover if the population migrated to (say) Bourke; they (the people) would take "land values" with them. We should call it "man value."

The world's shocking example of the evil of private property in land is New York City, built upon Manhattan Island. John Jacob Astor the elder had the provision to see that it was a good position, and bought land largely. To-day there are three generations of Astors multi-millionaires, who never did a tap. They only collect the unearned increment, which is the profit of the labor of others.

The same phenomenon occurs in every city or town where there are aggregations of people, and it is the business of speculators to take advantage of this for profit. All workers should therefore be thankful for the graduated land tax introduced by the Labor party, which is a check on such speculation. Many shopkeepers in Sydney will tell you that if they work only for three days a week for the landlord they consider themselves lucky men. The City Council of Sydney will not sell a foot of land—only lease it—and eventually secure, as trustees of the people, the increases in value for the people and use them to reduce taxation or improve services.

A POPULAR TRAMWAY MAN'S BAD LUCK.

The majority of Railway and Tramway men in the metropolitan area know Mr. "Taddy" Wright. A gifted elocutionist is Taddy, and there are very few benefits going that he has not played a leading part in. He never refused to give of his best to all charitable functions, and was never known to accept even "tax." He has just had a visitation of real hard luck. A few weeks ago he went to Muswellbrook for a holiday, and the room he was occupying had a glass door opening outward. Feeling rather stuffy, Mr. Wright opened the door during the night and, thinking there was a balcony attached to it, stepped right out into a void and fell about 20 feet. It was a miracle he was not instantly killed. He had several ribs broken, a leg fractured, and an arm, and received a terrible wound, lacerating the flesh almost from his back to the knee on one side. For a period of three months he was an inmate of a private hospital and underwent a special massage treatment. It is pleasing to know that Mr. Wright is now almost convalescent, but the bill presented him reached close on £100. With the great gifts he possesses he might have been able to clear the debt by a series of concerts, but being a railway man, he was wading in troubled

water if objections were made by professional men. However, to their great credit, the professional musicians offered to stand by "Taddy," and are organising a benefit for him, which is fixed to take place in the Protestant Hall on September 10th. This fact alone stamps him as a man of talent, and one who is esteemed. The tickets are out for sale, and we trust that at least the members, whom "Taddy" helped so often with a free heart, will co-operate to make the benefit wipe out his indebtedness, and leave his bad luck just a little scar on his memory. "For blessings ever wait on virtuous deeds, and though late, a sure reward succeeds."

THE MONTHLY MEETING OF THE SYDNEY BRANCH WAS HELD AT HEAD OFFICE, CENTRAL SQUARE, SYDNEY, ON THE 6TH AUGUST. MR. W. ARMSTRONG, PRESIDENT, WAS IN THE CHAIR. AFTER THE MINUTES OF THE PREVIOUS MEETING HAD BEEN READ AND CONFIRMED, CORRESPONDENCE FROM H.O. WAS READ AND RECEIVED. THE FIRST MATTER TO RECEIVE ATTENTION WAS THAT REFERRING TO THE DECISION OF THE CHAIRMAN OF NO. 11 BOARD, IN WHICH IT WAS STATED THAT HE WOULD HEAR OUR CLAIMS AS SOON AS THE CASE OF THE CAR AND WAGON BUILDERS WAS COMPLETE. THIS, IT IS STATED, WILL MEAN A DELAY, BUT IT CANNOT BE AVERTED. THE ALL GRADES' APPLICATION ON BEHALF OF ASSEMBLERS, LIFTERS' ASSISTANTS, WAGON BUILDERS' ASSISTANTS, FLOORMEN, AND LIFTERS WILL STAND GOOD AS SOON AS THE BOARD RESUMES ITS SITTINGS. THE CASE OF MESSRS. ANDERSON, COOK, AND MAY WAS NEXT DISCUSSED. IT APPEARS THAT THESE MEN ARE GANGERS EMPLOYED IN THE LOCO. WORKSHOPS, EVELEIGH. A LETTER WAS SENT BY GEN. SEC. TO MR. LUCY SOME DAYS AGO, DRAWING HIS ATTENTION TO THE FACT THAT THEY SHOULD BE PAID THE RATES LAID DOWN FOR GANGERS IN THE NO. 2 LOCO. LABORERS' AWARD, VIZ., 9/6. MR. LUCY, IN REPLY, STATED THAT HE DID NOT CONSIDER THEY WERE ENTITLED TO THAT RATE. THIS MEETING STRONGLY RESENTED, AND IT WAS RESOLVED THAT THE CASES BE SENT ON TO THE CHIEF COMMISSIONER, AT THE SAME TIME DRAWING HIS ATTENTION TO A PROMISE HE GAVE IN WRITING TO THE ASSOCIATION THAT HE WOULD PAY A SHILLING A DAY TO ALL GANGERS WHO HAD CHARGE OF MEN. THIS RESOLUTION WAS ORDERED TO BE SENT ON TO THE EXECUTIVE. THE NEXT MATTER DEALT WITH WAS A RESOLUTION FROM THE TARPULIN REPAIRERS, WHO ASKED THAT THE ASSOCIATION SHOULD TAKE UP THEIR CASE WITH THE CHIEF COMMISSIONER, AND IF NOT SUCCESSFUL THEY DESIRED THE MATTER TO BE TESTED IN THE COURT UNDER CLAUSE 26. AS THE LETTER WHICH WAS LAUNDED IN WAS VERY COMPLETE, SO FAR AS WITNESSES AND OTHER DETAIL WERE CONCERNED, AFTER HEARING THE HISTORY OF THE CASE BY ONE OF THE MEN PRESENT, IT WAS UNANIMOUSLY DECIDED TO SEND THE MATTER ON TO THE EXECUTIVE, WITH A REQUEST THAT IT BE TAKEN UP IMMEDIATELY WITH THE DEPARTMENT.

MR. F. AVERY WAS ANXIOUS TO KNOW IF ANYTHING FURTHER HAD BEEN DONE WITH THE CASE OF THE LIFTERS' ASSISTANTS AT ALEXANDRIA AND SYDNEY YARD. THE SECRETARY SAID THAT HE HAD RECEIVED NO INFORMATION FROM H.O. ANY FURTHER THAN THAT MR. T. HUNTER, WHO WAS EMPLOYED AT HARDEN DOING SIMILAR WORK THERE FOR 8/6 PER DAY AS HE IS DOING AT CLYDE SIDING FOR 9/4, WAS ASKED TO COME TO HEAD OFFICE AND SEE MR. THOMPSON, AS HE CONSIDERED HE WOULD BE A GOOD WITNESS TO PROVE THAT THE WORK AT COUNTRY DEPOTS AND ALEXANDRIA YARDS WAS EXACTLY SIMILAR TO THE WORK HE WAS DOING AT CLYDE REPAIR SIDING. MR. HUNTER MADE OUT A STRONG CASE, AND HANDED IT IN TO H.O., BUT HE HAS RECEIVED NO FURTHER NOTICE AT ALL FROM THE MATTER. MR. AVERY IS NOT AT ALL SATISFIED WITH THE WAY H.O. IS PUSHING THIS CASE; AND THE MEMBERS PRESENT STATED THAT H.O. SHOULD GET A MOVE ON, AS THIS IS AN IMPORTANT MATTER AND AFFECTS A LOT OF MEN. HOWEVER, AFTER HEARING A CERTAIN CIRCULAR READ BY THE SECRETARY, MR. F. AVERY SAID THERE APPEARED TO BE SOMETHING WRONG AT H.O. IN CONNECTION WITH THE CASE, AND HE WOULD CALL IN AND SEE MR. CORISH ABOUT IT. A CIRCULAR FROM H.O. WAS READ RE NO. 1 BOARD, IN WHICH IT ASKED THAT CERTAIN FORMS, WHICH WERE GOT FOR THE PURPOSE, SHOULD BE FILLED IN BY THE WITNESSES WHO WOULD BE CALLED, BUT AS THERE WERE NO PER. WAY MEN PRESENT THE MATTER WAS ALLOWED TO DROP. THE SECRETARY HERE STATED THAT IF MEMBERS PRESENT REQUIRED ANY OF THESE FORMS THEY COULD COMMUNICATE WITH HIM AND GET A SUPPLY SENT. THE SECRETARY READ A CIRCULAR FROM H.O., IN WHICH THE EXECUTIVE ASKED HIS BRANCH TO NOMINATE COUNSELLORS FOR LOCO. RUNNING (1), RAILWAY TRAFFIC (1), RAILWAY PER. WAY (2), AND TRAM TRAFFIC (1). AS NONE OF THE ABOVE-MENTIONED MEMBERS WERE PRESENT, IT WAS NOT DEALT WITH. MR. J. MUNRO ASKED THE SECRETARY IF HE HAD HEARD ANYTHING ABOUT NO. 2 LOCO. LABORERS' APPEAL. THE SECRETARY REPLIED IN THE NEGATIVE. MR. MUNRO THEN DETAILED WHAT HE KNEW IN CONNECTION WITH THE CASE, AND STATED THAT IN ALL PROBABILITY THE CASE WOULD COME ON FOR HEARING NEXT WEEK. HE STATED THAT THE CORRESPONDENCE MUST HAVE BEEN SENT TO THE CAR AND WAGON BRANCH AT EVELEIGH. THIS INFORMATION BROUGHT SOME PLAIN SPEAKING FROM SOME OF THE MEMBERS PRESENT. MR. F. BURKE WAS PARTICULARLY STRONG ON THE EXECUTIVE FOR GRANTING PERMISSION FOR THE OPENING OF THE CAR AND WAGON BRANCH AT EVELEIGH. AND AS THE PRESIDENT AND SECRETARY OF SYDNEY BRANCH HAVE BEEN INSTRUMENTAL IN KEEPING THE

BRANCH MEETINGS.

(Continued from page 2.)

SYDNEY No. 1.

The monthly meeting of the Sydney Branch was held at Head Office, Central Square, Sydney, on the 6th August. Mr. W. Armstrong, president, was in the chair. After the minutes of the previous meeting had been read and confirmed, correspondence from H.O. was read and received. The first matter to receive attention was that referring to the decision of the chairman of No. 11 Board, in which it was stated that he would hear our claims as soon as the case of the Car and Wagon Builders was complete. This, it is stated, will mean a delay, but it cannot be averted. The All Grades' application on behalf of Assemblers, Lifters' Assistants, Wagon Builders' Assistants, Floormen, and Lifters will stand good as soon as the Board resumes its sittings. The case of Messrs. Anderson, Cook, and May was next discussed. It appears that these men are gangers employed in the Loco. Workshops, Eveleigh. A letter was sent by Gen. Sec. to Mr. Lucy some days ago, drawing his attention to the fact that they should be paid the rates laid down for gangers in the No. 2 Loco. Laborers' Award, viz., 9/6. Mr. Lucy, in reply, stated that he did not consider they were entitled to that rate. This meeting strongly resented, and it was resolved that the cases be sent on to the Chief Commissioner, at the same time drawing his attention to a promise he gave in writing to the Association that he would pay a shilling a day to all gangers who had charge of men. This resolution was ordered to be sent on to the Executive. The next matter dealt with was a resolution from the tarpulin repairers, who asked that the Association should take up their case with the Chief Commissioner, and if not successful they desired the matter to be tested in the Court under Clause 26. As the letter which was landed in was very complete, so far as witnesses and other detail were concerned, after hearing the history of the case by one of the men present, it was unanimously decided to send the matter on to the Executive, with a request that it be taken up immediately with the department.

MR. F. AVERY WAS ANXIOUS TO KNOW IF ANYTHING FURTHER HAD BEEN DONE WITH THE CASE OF THE LIFTERS' ASSISTANTS AT ALEXANDRIA AND SYDNEY YARD. THE SECRETARY SAID THAT HE HAD RECEIVED NO INFORMATION FROM H.O. ANY FURTHER THAN THAT MR. T. HUNTER, WHO WAS EMPLOYED AT HARDEN DOING SIMILAR WORK THERE FOR 8/6 PER DAY AS HE IS DOING AT CLYDE SIDING FOR 9/4, WAS ASKED TO COME TO HEAD OFFICE AND SEE MR. THOMPSON, AS HE CONSIDERED HE WOULD BE A GOOD WITNESS TO PROVE THAT THE WORK AT COUNTRY DEPOTS AND ALEXANDRIA YARDS WAS EXACTLY SIMILAR TO THE WORK HE WAS DOING AT CLYDE REPAIR SIDING. MR. HUNTER MADE OUT A STRONG CASE, AND HANDED IT IN TO H.O., BUT HE HAS RECEIVED NO FURTHER NOTICE AT ALL FROM THE MATTER. MR. AVERY IS NOT AT ALL SATISFIED WITH THE WAY H.O. IS PUSHING THIS CASE; AND THE MEMBERS PRESENT STATED THAT H.O. SHOULD GET A MOVE ON, AS THIS IS AN IMPORTANT MATTER AND AFFECTS A LOT OF MEN. HOWEVER, AFTER HEARING A CERTAIN CIRCULAR READ BY THE SECRETARY, MR. F. AVERY SAID THERE APPEARED TO BE SOMETHING WRONG AT H.O. IN CONNECTION WITH THE CASE, AND HE WOULD CALL IN AND SEE MR. CORISH ABOUT IT. A CIRCULAR FROM H.O. WAS READ RE NO. 1 BOARD, IN WHICH IT ASKED THAT CERTAIN FORMS, WHICH WERE GOT FOR THE PURPOSE, SHOULD BE FILLED IN BY THE WITNESSES WHO WOULD BE CALLED, BUT AS THERE WERE NO PER. WAY MEN PRESENT THE MATTER WAS ALLOWED TO DROP. THE SECRETARY HERE STATED THAT IF MEMBERS PRESENT REQUIRED ANY OF THESE FORMS THEY COULD COMMUNICATE WITH HIM AND GET A SUPPLY SENT. THE SECRETARY READ A CIRCULAR FROM H.O., IN WHICH THE EXECUTIVE ASKED HIS BRANCH TO NOMINATE COUNSELLORS FOR LOCO. RUNNING (1), RAILWAY TRAFFIC (1), RAILWAY PER. WAY (2), AND TRAM TRAFFIC (1). AS NONE OF THE ABOVE-MENTIONED MEMBERS WERE PRESENT, IT WAS NOT DEALT WITH. MR. J. MUNRO ASKED THE SECRETARY IF HE HAD HEARD ANYTHING ABOUT NO. 2 LOCO. LABORERS' APPEAL. THE SECRETARY REPLIED IN THE NEGATIVE. MR. MUNRO THEN DETAILED WHAT HE KNEW IN CONNECTION WITH THE CASE, AND STATED THAT IN ALL PROBABILITY THE CASE WOULD COME ON FOR HEARING NEXT WEEK. HE STATED THAT THE CORRESPONDENCE MUST HAVE BEEN SENT TO THE CAR AND WAGON BRANCH AT EVELEIGH. THIS INFORMATION BROUGHT SOME PLAIN SPEAKING FROM SOME OF THE MEMBERS PRESENT. MR. F. BURKE WAS PARTICULARLY STRONG ON THE EXECUTIVE FOR GRANTING PERMISSION FOR THE OPENING OF THE CAR AND WAGON BRANCH AT EVELEIGH. AND AS THE PRESIDENT AND SECRETARY OF SYDNEY BRANCH HAVE BEEN INSTRUMENTAL IN KEEPING THE

SECRETARY OF THE EXECUTIVE SHOULD HAVE DECIDED TO OPEN ANOTHER BRANCH ALMOST IN OPPOSITION TO SYDNEY BRANCH. HOWEVER, IT IS THE INTENTION OF THE SECRETARY TO ASK THE EXECUTIVE TO BE PRESENT AT OUR NEXT MEETING. THE SMOKE SOCIAL RUN BY THE ASSOCIATION WAS ADMITTED BY ALL PRESENT TO BE A GREAT SUCCESS, AND THOSE RESPONSIBLE FOR THE AFFAIR DESERVE GREAT CREDIT. THERE IS NO DOUBT THAT MR. E. LAWLESS, WHO ACTED AS SECRETARY TO THE SOCIAL FUNCTION, WORKED HARD, AND IT MUST BE ADMITTED THAT THE SUCCESS OF THE MOVEMENT WAS LARGELY DUE TO HIM. AFTER OTHER MATTERS HAD BEEN DEALT WITH, AND THE RESIGNATION OF MR. STEEL HAD BEEN ACCEPTED, AS USUAL MR. J. MUNRO, MR. F. PINKSTONE, AND MR. W. SIGLE PROPOSED 45 NEW MEMBERS BETWEEN THEM, AND THEY WERE ADMITTED. THOSE THREE COLLECTORS ARE DOING VERY VALUABLE WORK FOR THE ASSOCIATION, AND CERTAINLY DESERVE GREAT CREDIT FOR THE LARGE NUMBER OF MEMBERS THEY PROPOSE EVERY MEETING.

JUNIOR PORTERS' GRIEVANCES.

(Continued from page 2.)

"A Metropolitan Junior Porter" writes:—"I have not noticed lately the Amalgamated taking action to secure some betterment for junior porters. Every man with whom we come in contact agrees that there is plenty of room for action. "Junior porters are very much dissatisfied in having to work nine hours, whilst only

THE WEEKS WAR NEWS EPITOMISED.

"They thought they found us sleeping; Thought us unprepared, Because we have our party wars; But Britons all unite, When they're called to fight The battle of the Empire's common cause."

The great European war seems to have overshadowed every other item of news appearing in the newspapers, and we consider it necessary to provide our readers with a summary of the whole position from week to week, so that those who are not in the position to keep right up to date might, at a glance, be able to realise what is doing in Europe and other parts of the world. It will be remembered that on Thursday, July 30th, Austria declared war on Serbia, primarily the cause given was the assassination of the Austrian Heir Presumptive and his wife, who were on a visit to a city on the Serbian border. The main cause of the trouble, however, may be said to hinge on the political situation, Serbia having had to endure taxation on all her products by Austria because of her lack of shipping facilities and sea coast. Immediately the declaration of war upon the Serbians became known, tremendous feeling began to be shown in Russia (there being a strong blood relationship between the Russians and the Serbians), and it was quickly seen that unless extraordinary efforts were made to avert it a great European conflagration was imminent.

On July 31st Austria bombarded the Serbian capital (Belgrade), and following this report came word of

right throughout to avert a clash of arms. Germany, however, at once issued an ultimatum to France and Russia, requiring them to disclose their intentions, and France at once replied, supporting Russia in the event of war. Germany declared that this was altogether unsatisfactory. The Kaiser, now dubbed "the mad Kaiser" throughout the world, declared that the sword had been forced into their hands. "War," he said, "would mean to them very great sacrifice of noble blood, but they would teach their opponents what it meant to attack Germany." It is stated that for some considerable time past, Germany had been preparing and mobilising for this event, and notices had been posted throughout Germany that four million men were to be called on a war footing. Serious consideration was given by the British Government to the situation, and in view of later happenings, it is apparent that the Imperial Government left nothing at all to chance, but placed the army and navy at once upon a proper footing to defend the Empire. The news in Sydney on Sunday created an immense amount of interest and enthusiasm, and many hundreds of thousands of newspapers were sold in the streets. The authorities in Australia immediately gave orders for the whole of the military and naval forces to be placed in a position to meet any call that might be made upon them. Many conflicting reports were received during the day, and on Monday it was freely stated that Russian, French and German forces, as well as Serbian and Austrian troops, had met at various points, and with varying results. On Tuesday, August 4, def-

tants, the Home Rule controversy being at once thrown aside. Mobilisation of the British army was at once ordered, and the whole naval strength ordered to be brought up to battle pitch. It is here that the interest begins to centre around the fortress of Liege, it being reported that German troops were encamped within twelve miles east of this place. From Stockholm a report was received that an engagement had taken place between the German and Russian fleets off Aeland Island, in the Gulf of Bothnia, at the head of the Black Sea, the Russians being reported as having been driven back. France at once dispatched two corps of 100,000 men, each with heavy artillery, to invade Germany through Lascy, and a clash between French and Germans is reported off Cocheun, the French being captured by Germans and shot. Further activities on the part of the Germans are reported from Poland, a battalion of infantry with machine guns captured Kalisz. A further message from Alsace-Lorraine—and a glance at the map hereunder will indicate the position of this centre—showed that 20,000 Prussians had crossed through Nancy and were repulsed by the French forces with very heavy losses, the attack being discontinued. From Antwerp a report was published that 17 ships of the British fleet were seen steaming towards Skagerak, the position of which will also be seen on the map. The Australian Government immediately placed our fleet at the disposal of the Home authorities, and, moreover, offered to send an expeditionary force of 20,000 men to any place desired. This was accepted by the

country. Belgium, however, refused to yield to the demand, and protested against any violation of her territory. News from Serbia indicates that very heavy fighting has been going on, and the smaller European States are getting ready to protect themselves, and, in some cases, to assume the aggressive in the general upheaval. From Vise, twelve miles north-east of Liege, reports state that Germans have massed in great forces, and a little later on that they have occupied Arlon in Belgium and the railway station at Basle. Further news shows that a severe battle was fought at Drina between the Austrians and Serbians, with the result favoring the Austrians. From Malta comes the report that the British Mediterranean fleet was cleared for action and ordered to proceed with every speed. One of the most interesting things happening on this day was the capture of the German liner Kronprinz Wilhelm, from New York, and it is said that this boat had two millions in specie aboard, and was endeavoring to make for a German port. On Wednesday an official message from the Imperial Government was received confirming the declaration of war on Germany, and the first shot ever fired in the Commonwealth of Australia was fired from Queens Cliff, near Melbourne, where shots were fired at the German cargo steamer Pfalz, which refused to stop when called upon. This steamer was subsequently brought back into the harbor. Reports were received of a big naval battle between the Russian and German fleets in the Baltic; and considerable fighting taking place in East France and West Germany; and reports agree-

ment between the French and Germans took place in which there were about 150 casualties. The utterance of Admiral Mahan, of U.S.A., is significant. He said that "Germany's only hope was to strike at once; stagnation of her sea trade would threaten her life," and he prophesied a big sea engagement immediately, with the British triumphant. French destroyers secured two big sailing vessels in the North Sea, taking them to Dunkirk and Calais as prizes of war. Russian warships in the Black Sea are reported to have captured many German merchantmen. A notable appointment is made by the Imperial Government by selecting Lord Kitchener as Minister of War, and Field-Marshal Sir John French as Inspector-General, and it is expected that Sir John French will command the forces being sent to Belgium. The Kronprinzessin Cecilie, with two million in specie on board, is reported to have returned to Mainz, fearing capture.

The news at the latter end of the week shows that fighting is going on in a large number of centres. Near the mouth of the Thames the Kronig Luise was found mine-sweeping, and was sunk by British cruisers—the position of this will be found on the map hereunder. A little later the British third class cruiser Amphion struck one of these mines and sank, 130 of her crew being drowned. From Rheims a despatch is received showing that the fight at Longwy was most important, from 10,000 to 15,000 being engaged, and a furious German attack being broken, with severe losses, after a most stubborn fight. From the Belgian frontier an army

OUR CAPTAIN, BOLD "TOMMY-HAWK TED."

(By Truthful William.)
Way out in the West, where the soil gives its best,
When rain from out Heaven doth fall;
Where fleec'd mothers eat, on the herbage so sweet,
And lambskins respond to their call.
In this lap of the land, with a rifle in hand,
Which he knows how to handle, 'tis said,
Dwells a National Scout—you've met him, no doubt,—
Our captain "Bold Tommy-hawk Ted."
Since we met on the ranges, some soul-stirring changes,
Have scattered out clubmates, but that
Won't blot out O'Grady, who shot through the "cald"
Of Oram, our marker on Bobbara Flat.
By the Piper of Moses, that job hadn't roses,
The Martini bullets were lead.
In the mantle at Bargo we embedded a cargo;
"Damn it! Aim at the target!" yelled "Tommy-hawk Ted."
But the War God was there, in that rarefied air,
And his whispers were heard by a few.
That a Nation would call for her riflemen—all,
Whose aiming was steady and true.
And, lo! without warning, on a bright August morning,
By wireless from England it sped: "The 'mailed fist' is smashing; we must give him a thrashing."
"We'll help you!" said "Tommy-hawk Ted."
With a Briton-like bristle, he blew on his whistle,
Like the famous Pied Piper—he did;
From the South and the West, the North and the rest,
His riflemen scampered and slid.
"To the West! Yes, of course, we will muster in force,
From the West by our Captain we're led;
For a cut at the Kaiser, we're as keen as a razor—
We must pot him," said "Tommy-hawk Ted."
Ah! The War God was there, in the rarefied air,
And his forecast it fell on a few.
That a Nation would call on her riflemen—all,
Whose aiming was steady and true.
And, lo! without warning, on a bright August morning,
By wireless from England it sped: "My Cubs, are ye ready, to aim true and steady?"
"By G—d, yes, and willing!" roared "Tommy-hawk Ted."

to come, and of which he appears to have a uncanny prescience. He is just the kind of man to make the most of, and lead the opportunity. No one in this State can call the roll for riflemen with such an unerring finger. He will be able to place all the old boys of the old brigade, who fell out of the practice when the first N.S.W. rifle clubs were first started, then disarmed and discontinued. We have men in all grades of the Service who can relate how the old Australian "doppers" used to concentrate on a cleared track in the scrubs, with improvised targets and sapling mantles, on a Saturday afternoon, sometimes under an instructor, and demonstrated their determination to put up a score and win a few rounds of ammunition for the club. It was a well-armed club that had 25 Martinis for 50 men, yet under the wing of an enthusiastic rifleman like Mr. Milne they plugged away and increased wonderfully until the screw was put hard down, and then a few of the best shots who owned a rifle held the shreds of a great national asset together until the shadows passed, and foremost amidst the ablest and the best of patriots stands Captain Milne. The value of good marksmen in time of war has never been under-estimated by military men. Ask any Australian soldier who had to run the gauntlet in the Boer war, when the old "doppers" were on outpost duty, if it was safe to look at his Mauser one thousand yards off without cover. This will also be the fame of our riflemen if we are destined to be involved in actual warfare with the Empire's enemies. Although we desire to see the great warfare with peace we are pleased to see our Railway and Tramway riflemen receiving a vanguard call, and we wish Captain Milne and his merry men a good time in peace; in war, a warm corner and the undying fame of the victorious.

"How sleep the brave who sink to rest,
By all their country's wishes bless'd."

EXECUTIVE.

(Continued from page 1.)

was further decided to request the Acting General Secretary to write to Mr. Hayes, pointing out that, in our opinion, the General Secretary of the Mining Mechanics and Surface Mutual Protective Association of Australasia should not interfere in the framing of an agreement covering the East Greta line, as we did not see how their men were in any way affected. It was also agreed to ask Mr. Ritter to go thoroughly into the matter, and find out all particulars as to whether there were any men working on the East Greta line in the said society, or any other information that may assist us in the matter.

Re the case of Mr. Frewin, Newcastle, it was decided to instruct the Acting General Secretary to take this case up with the Chief Commissioner.

Mr. R. Corish, Acting General Secretary, said he would like a few holidays before he went organising after the return of the General Secretary. It was agreed that he should have holidays from 7th to 19th September.

Re the proposed motor bus company who intend to float a big company in Sydney and run in opposition to the Tramway Department. This matter was discussed by the meeting, and it was decided the Acting General Secretary should represent the matter to the Government, protesting against a private firm getting the monopoly in this direction, which would injure the Tramway Service, on which had been expended a large amount of money in laying down lines, etc. And also to point out that if it is necessary to have motor buses in Sydney, that they should, in our opinion, be controlled and owned by the Government.

Re gatekeepers doing signalmen's work at Newcastle, Edgeware-road, and Frederick-street, Rockdale. It was agreed to place this matter before the Chief Commissioner.

On the motion of the president, Mr. Campbell, it was decided that the All-Grades write the Government asking that everything possible be done to ensure the regular employment of the railway and tramway employees during the present crisis.

It was also agreed that we seek the co-operation of all other Service Unions in making representations to the Government with a view to safeguarding our members in the employment of the Chief Commissioner during the present outlook on account of the war.

It was brought under the notice of the Executive by Mr. Lawless, Assn. Treasurer, that the Department was compelling employees to use a duty stamp on their pay dockets to get their wages. The Executive did not think that this matter came under the purview of the Stamp and Duties Act, and decided to make representation to the Chief Commissioner in reference to the same.

No. 2 Board appeal. It was explained by Mr. Campbell that Mr. Stuart Robertson, M.L.A., with whom it had been arranged to conduct the case for us before the Court, was not able to take this matter up now, owing to having so much other business on hand. It was, therefore, decided that Mr. T. S. Crawford, M.L.A., be engaged to argue our appeal before the Court when the case comes on, which we expect will be in the course of a few days.

Accounts as per schedule were passed for payment.



Russian mobilisation upon the Austrian frontier. The British fleet immediately sailed from Portland under sealed orders, and extraordinary efforts began to be made by the diplomatic forces of the whole of Europe in the endeavour to avert what seemed to be certain extensive war. On August 1st Germany took a definite stand by demanding an explanation of Russian mobilisation, and so serious was the situation regarded in England that, for the first time on record, the London Stock Exchange closed. Events moved rapidly from this on, and on Sunday, August 2nd, Germany issued a formal declaration of war on Russia, and the Ambassador left St. Petersburg. German merchant ships were ordered to at once seek neutral ports, and the Hamburg-Australian service was at once discontinued. Hope amongst the diplomatic forces of the nations of Europe was not, even at this point, lost, and strenuous efforts were made

nite news came through New York that owing to the invasion of Belgium by the Germans, England had declared war on Germany. It is stated that the King of the Belgians made an appeal to Great Britain to preserve her integrity. Sir Edward Grey, on behalf of the Government, made an important statement in the Commons, to the effect that if the German fleet came into the Channel through the North Sea, the French coast or shipping the British navy would give the French all the support in its power. It is notable that this declaration, and others bearing upon the situation, were warmly supported by every section in Great Britain; a unique demonstration of the solidarity of the Empire being given to the world. The Government was assured that every soldier in Ireland might be safely withdrawn, and that the coast defences would be assured by the Catholics and Protest-

ants, the Home Rule controversy being at once thrown aside. Mobilisation of the British army was at once ordered, and the whole naval strength ordered to be brought up to battle pitch. It is here that the interest begins to centre around the fortress of Liege, it being reported that German troops were encamped within twelve miles east of this place. From Stockholm a report was received that an engagement had taken place between the German and Russian fleets off Aeland Island, in the Gulf of Bothnia, at the head of the Black Sea, the Russians being reported as having been driven back. France at once dispatched two corps of 100,000 men, each with heavy artillery, to invade Germany through Lascy, and a clash between French and Germans is reported off Cocheun, the French being captured by Germans and shot. Further activities on the part of the Germans are reported from Poland, a battalion of infantry with machine guns captured Kalisz. A further message from Alsace-Lorraine—and a glance at the map hereunder will indicate the position of this centre—showed that 20,000 Prussians had crossed through Nancy and were repulsed by the French forces with very heavy losses, the attack being discontinued. From Antwerp a report was published that 17 ships of the British fleet were seen steaming towards Skagerak, the position of which will also be seen on the map. The Australian Government immediately placed our fleet at the disposal of the Home authorities, and, moreover, offered to send an expeditionary force of 20,000 men to any place desired. This was accepted by the

country. Belgium, however, refused to yield to the demand, and protested against any violation of her territory. News from Serbia indicates that very heavy fighting has been going on, and the smaller European States are getting ready to protect themselves, and, in some cases, to assume the aggressive in the general upheaval. From Vise, twelve miles north-east of Liege, reports state that Germans have massed in great forces, and a little later on that they have occupied Arlon in Belgium and the railway station at Basle. Further news shows that a severe battle was fought at Drina between the Austrians and Serbians, with the result favoring the Austrians. From Malta comes the report that the British Mediterranean fleet was cleared for action and ordered to proceed with every speed. One of the most interesting things happening on this day was the capture of the German liner Kronprinz Wilhelm, from New York, and it is said that this boat had two millions in specie aboard, and was endeavoring to make for a German port. On Wednesday an official message from the Imperial Government was received confirming the declaration of war on Germany, and the first shot ever fired in the Commonwealth of Australia was fired from Queens Cliff, near Melbourne, where shots were fired at the German cargo steamer Pfalz, which refused to stop when called upon. This steamer was subsequently brought back into the harbor. Reports were received of a big naval battle between the Russian and German fleets in the Baltic; and considerable fighting taking place in East France and West Germany; and reports agree-

ment between the French and Germans took place in which there were about 150 casualties. The utterance of Admiral Mahan, of U.S.A., is significant. He said that "Germany's only hope was to strike at once; stagnation of her sea trade would threaten her life," and he prophesied a big sea engagement immediately, with the British triumphant. French destroyers secured two big sailing vessels in the North Sea, taking them to Dunkirk and Calais as prizes of war. Russian warships in the Black Sea are reported to have captured many German merchantmen. A notable appointment is made by the Imperial Government by selecting Lord Kitchener as Minister of War, and Field-Marshal Sir John French as Inspector-General, and it is expected that Sir John French will command the forces being sent to Belgium. The Kronprinzessin Cecilie, with two million in specie on board, is reported to have returned to Mainz, fearing capture.

The news at the latter end of the week shows that fighting is going on in a large number of centres. Near the mouth of the Thames the Kronig Luise was found mine-sweeping, and was sunk by British cruisers—the position of this will be found on the map hereunder. A little later the British third class cruiser Amphion struck one of these mines and sank, 130 of her crew being drowned. From Rheims a despatch is received showing that the fight at Longwy was most important, from 10,000 to 15,000 being engaged, and a furious German attack being broken, with severe losses, after a most stubborn fight. From the Belgian frontier an army

means that payment of liabilities may be suspended for one month, the exceptions being wages, rates and taxes, Government payments, and national insurance transactions and other liabilities which do not exceed £5.

The "Times" advises that Hull, on the British coast, has received word that 250 wounded are being sent from the North Sea naval engagement. A further wireless message discloses that a vessel is making for Aberdeen with more wounded, and 300 German wounded have reached Harwich. It is significant in view of the rumor of the engagement of the British and German fleets that the Admiralty advises that the North Sea is safe during daylight.

From Alsace-Lorraine on Sunday reports are forwarded of a very heavy engagement, the French occupying Mulhaven. The German casualties are said to number 30,000. Also that the French, Austrian, and German armies are mass-

Thinness means weakness

and is often caused by an impoverished blood supply which also leads to a susceptibility to colds, coughs, infectious disease and serious constitutional disorders. SCOTT'S Emulsion enriches the blood, provides the right food for muscles, bones and brain and in this way brings the plumpness, vigour, vitality and strength of robust health. To the weakly child, the worn-out mother and the wasted worker—give genuine

SCOTT'S Emulsion

1874 1914



the food tonic which is approved by the world's foremost physicians.

DISEASE IN AMBUSH.

GERMS ROUTED FROM THE LAUNDRY.

It is only diseases that are infectious that can be in ambush, ready to launch death amongst the inmates of a home and when we search the home for the readiest place of ambush we find it in the laundry. This is a statement of fact easily provable: the laundry claims and cleanses every week the clothes we wear, our beds, table, kitchen, and bath linen, handkerchiefs, towels and curtains. Nothing absorbs and carries the germs or seeds of disease so readily as these; to ambush the ambushing disease germ therefore we must begin in the laundry.

Next as to the method: mere cleaning is not enough, for some disease germs may laugh at boiling water, and may even breed in commoner sorts of soap. The only way to deal with the disease germ is to kill it, because its life is its power to infect, and only when dead is it harmless: so we must not only begin with the laundry, but must find a laundry soap which is also a strong disinfectant.

This brings us to the final point, we have the place and we know the method, Lifebuoy Soap gives us the means. It may be true that some disease germs laugh at ordinary soap—but never at "Lifebuoy," for it must be remembered that Lifebuoy Royal Disinfectant Soap has proved its germ-destroying power all over the world, in hospitals, hotels and places of public resort, and in private homes by the hundred thousand. In the laundry Lifebuoy Soap gets to the weekly ambush of disease, where it frees house and body from the seeds of disease, hants them from their ambush and kills them; yet with Lifebuoy Soap is a perfect laundry soap, and from its creamy lather the most delicate fabrics emerge in snowy piles of fragrant nappery. Lifebuoy Soap does not roughen the hands or stain the nails, being as familiar an object on washstand and bath-bracket as in kitchen and household. Take Lifebuoy Soap where you will, use it how you will, it is always a perfect soap and perfect disinfectant. Lifebuoy Soap is a laundry soap that will perfectly rout the disease germs ambushed in the laundry, thus preventing the weekly wash becoming a disease carrier.

Mothers! Save 5/- in the £

If you cannot get to the city every time you need to buy goods, why not entrust Fanelia with your commissions? You know your money is quite safe in the hands of the "Co-operator"—Fanelia is independent, and can shop where the bargains are, and without cost to yourself you can get the goods you would have chosen yourself. Every shilling you save can be put to very good use. Why not try this idea out?

A WAR MAP for every Boy and Girl who writes for one.



THE AFFAIRS OF WOMEN CONDUCTED BY FANELIA

I am Always at the Disposal of our Women Readers.

THIS PAGE is devoted exclusively to the interests of women. Those who desire advice are invited to write direct to "Fanelia," care of the Co-operator, and every communication will receive prompt attention.



WOMAN'S LETTER.

By the Editress.

My Dear Readers,—

At the present moment we have but one topic—the war; and women, claiming for the nonce the privileges of their sex, are not ashamed to be found bemoaning and bewailing, though I do not say that the exhibition of grief is a public one. However, this attitude is one not to be continued in, and since we have settled down to the dire reality of grim warfare, Sydney women are bestirring themselves with a view of being not only prepared for emergencies, but also of helping in any way that their services may be of account, and the service is exemplifying itself in a desire to render more comfortable the unhappy lot of those forced to the fighting ranks as soldiers.

Lady Helen Munro-Ferguson, the Lady Mayoress of Sydney, and Mrs. Cook, wife of the Prime Minister, are already calling on all women who can knit and sew to resolve themselves into a working bee. Thousands of pairs of socks are needed for our soldiers alone, and for the benefit of knitters there have been published this week the following hints for those who are directing their energies specially towards sock knitting:—

"Our soldiers who served in South Africa valued the hand-knitted socks our women sent them above most comforts. The spring in the hand-made sock is superior to that of the machine-made kind, and proves of the greatest alleviation in marching. Let us begin to knit at once, so that each volunteer, if he leaves N.S.W., may have two pairs of hand-knitted socks in his kit. Those who knit tightly should use No. 11 steel needles; medium knitters, No. 12; loose knitters, No. 13. About 90 stitches should be cast on, and 4-ply Beehive wool used. All socks should be sent to the Women's Club, Stanway House, King and George streets, Sydney."

I cannot think but that amongst the thousands of women who are readers of the "Co-operator" there will not be one woman who cannot find the time to answer such an insistent appeal as the above.

War time is a period when we stand shoulder to shoulder, men and women, each with their appointed duty, and though the poet may like to pose us as weeping while our men do the work, I think the women of this country are much too enlightened to choose this as an alternative to doing something really worth while and of use.

The word "war" has brought to the fore the question of Red Cross nursing, and as far as the city and suburbs are concerned ambulance training and Red Cross methods are being practised faithfully every day in the week, and there is little fear, if we may judge by the enthusiasm and good work achieved, that the horrors of the Crimean warfare will be repeated.

If our men die, at least it will not be for lack of intelligent and careful nursing.

I am reminded to tell you before I close that gifts of books, games, cigarettes, mufflers, pyjamas, socks, slippers, caps, boots, shirts, underclothing, bedclothing, home-made quilts or blankets will be more than welcome to the military authorities for use amongst the soldiers at the front, and the address given for the front-makers will answer for the above as well.

It would be as well if mothers explained to their children the meaning of the word "warfare," and how they, small as they are, may help by self-denial in adding to the comfort of their fighting to defend their country and their homes. Every penny is needed, and to our credit let it be said in the days to come, that we faced the financial responsibilities of a national obligation without appealing to the outside world. This land, happy and smiling, for over a century, is specially blest, and we pray that the shadow, heavy as it is at the present moment, will pass over. Sunny Australia, the land of the free!

Yours sincerely,

Fanelia

OUR FASHIONS.

The sales are, with one or two exceptions, mostly done, although these still running offer some big bargains. Other shops are busy showing their new spring goods. It will interest you to know that, though the displays are on in the majority of shops, yet bargain time has not passed. This is unusual, of course, but it is traceable to the war. The drapers, anticipating that trade might prove dull on account of money being tighter than at ordinary times, they are showing many lines at special prices, and concessions are still available, so I am drawing your attention to a couple of smart blouses which are to be had at sale rates. They are prettily trimmed, well made, and most reasonable. Should any of my readers care about making them for themselves I can recommend any of the pretty new cotton voils and crepes which are to the fore for summer wear. The patterns are mostly floral, and three yards of material is sufficient to cut from. The trimming may be varied, but smart touches run to buttons, which should be good and capable of being utilised on more than one garment. A good plan is to buy them in a set of four or six, and as the new styles are sold with shanks it will be seen that the first coat is the only one, and the outfit is an excellent bit of economy even if the set cost 5/-, which is the average price for the blouse buttons of this season. Let me know should you require any, as I shall have pleasure in making a personal selection for you.

Lady Helen Munro-Ferguson, the Lady Mayoress of Sydney, and Mrs. Cook, wife of the Prime Minister, are already calling on all women who can knit and sew to resolve themselves into a working bee. Thousands of pairs of socks are needed for our soldiers alone, and for the benefit of knitters there have been published this week the following hints for those who are directing their energies specially towards sock knitting:—

"Our soldiers who served in South Africa valued the hand-knitted socks our women sent them above most comforts. The spring in the hand-made sock is superior to that of the machine-made kind, and proves of the greatest alleviation in marching. Let us begin to knit at once, so that each volunteer, if he leaves N.S.W., may have two pairs of hand-knitted socks in his kit. Those who knit tightly should use No. 11 steel needles; medium knitters, No. 12; loose knitters, No. 13. About 90 stitches should be cast on, and 4-ply Beehive wool used. All socks should be sent to the Women's Club, Stanway House, King and George streets, Sydney."

I cannot think but that amongst the thousands of women who are readers of the "Co-operator" there will not be one woman who cannot find the time to answer such an insistent appeal as the above.

War time is a period when we stand shoulder to shoulder, men and women, each with their appointed duty, and though the poet may like to pose us as weeping while our men do the work, I think the women of this country are much too enlightened to choose this as an alternative to doing something really worth while and of use.

The word "war" has brought to the fore the question of Red Cross nursing, and as far as the city and suburbs are concerned ambulance training and Red Cross methods are being practised faithfully every day in the week, and there is little fear, if we may judge by the enthusiasm and good work achieved, that the horrors of the Crimean warfare will be repeated.

If our men die, at least it will not be for lack of intelligent and careful nursing.

I am reminded to tell you before I close that gifts of books, games, cigarettes, mufflers, pyjamas, socks, slippers, caps, boots, shirts, underclothing, bedclothing, home-made quilts or blankets will be more than welcome to the military authorities for use amongst the soldiers at the front, and the address given for the front-makers will answer for the above as well.

It would be as well if mothers explained to their children the meaning of the word "warfare," and how they, small as they are, may help by self-denial in adding to the comfort of their fighting to defend their country and their homes. Every penny is needed, and to our credit let it be said in the days to come, that we faced the financial responsibilities of a national obligation without appealing to the outside world. This land, happy and smiling, for over a century, is specially blest, and we pray that the shadow, heavy as it is at the present moment, will pass over. Sunny Australia, the land of the free!

Yours sincerely,

Fanelia

WOMEN—THE INTRUDER.

The sterner sex complain bitterly and at length against the incursion of women into the ranks of masculine labor. It seems as if there is not one avenue of work into which they may not suit; and what is more is more to the point, we acquit ourselves as readily and as well as those who up to now have considered themselves the rightful occupants of coveted positions. The latest intruder is the mistress-mariner, and the hand that rocks the cradle (or may be) should be doing so if man had his way) rings the telegraph bell on the bridge of a transatlantic liner. The lady is Frau Baudinz, the wife of a ship's surgeon.

She always displayed a keen interest in steamers, engines, and navigation. So thoroughly did she study these subjects that when she sat for an examination she easily obtained a captain's certificate.

After this success she commenced cruising vessels for some time, and by virtue of her energy, composure and seamanship the State eventually granted her permission to take charge of foreign-going ships. The result is that she has been appointed to the captainship of a liner making voyages between Copenhagen and America.

For some time it remained a matter of doubt whether any insurance company would insure the vessel, thus recognising Frau Baudinz as a legally-appointed commander. The ship has now been insured, however, and the official position of the fair mariner is thus fully endorsed.

A piquant situation has arisen from the fact that Dr. Baudinz, the husband of the new commander, has been given the position of a doctor on board the liner. He has many qualms, for he is thus placed under the orders of his wife, with whom he dare not quarrel and whose behests he dare not disobey without incurring the risk of being put in chains for insubordination. His wife has no such fears. Her principal concern at present is the adaptation of a Danish captain's uniform to meet the requirements of a woman's dress.

THE PRIZE COMPETITION

For Boys and Girls

I have now great pleasure in awarding the prizes as announced in the "Co-operator" of July 30th for the best letter to Fanelia. Out of some hundreds, I judge the one received from Lena Weaver, of Hermsdale, to be the best, although the task of choosing was not at all easy. Lena, however, wrote most interestingly and neatly, and deserves the first prize. The second prize goes to Grace Delaney, Tarana, and Grace says she likes playing, digging his garden and chopping wood best—surely all that a little boy should be asked to like after lesson time. He is, too, in common with all my young friends, a really good writer. The third prize goes to Doris Wessell, of Gloucester on the North Coast. Doris is only eight, and from her letter must be a great help to her mother. All the others were so good that they should have got a prize, but you know, children, I could not give a prize to everybody, could I?

NEXT PRIZE.

Now, instead of offering a prize for competition I am going to offer something useful to all my young friends for the next few weeks. The "Co-operator" is going to print a map showing where the principal fighting in the great European War is taking place. I am sure all my young friends are interested in this, and I shall post a map each week to every boy and girl who will write asking for it. I am sure you will like to have this, and it can be taken to school or shown to your chums. Write at once for one.

CUT THIS OUT.

ARE YOU POOR? Come to me if you have RHEUMATISM. I give Massage Every Thursday, 10 to 12 a.m. p.m., FREE OF CHARGE. A large bottle of "SODAH" will cure you if you have Rheumatism over three years. Under three years a small one. Use it according to direction, and you will cure yourself in one week. Soon after the first use of "SODAH" you get relief. Large bottle 3/6, small 1/6, post free. Procureable only at 283 Pitt-street, Sydney.

Ma sat weeping in the kitchen, And the blairn in the hall Was a-smoking and a-striking Nasty matches on the wall. Men had rolled up all the carpets, And removed the furniture; But daddy hid the cabinet Of Woods' Great Peppermint Cure.

HOUSEHOLD HINTS.

HOW TO FRY FISH WHEN EGGS ARE DEAR.

Well wash and roll fish in a clean, dry cloth, as long as possible before frying. Then dip in a little milk, roll in brown breadcrumbs and flour mixed. Fry in deep, boiling fat. Do not put many pieces of fish in the fat at once, as the fat will not keep boiling. Well drain on kitchen paper before serving.

A WAY OF IMPROVING STARCH.

Save the rinds of the bacon used for domestic purposes, and when making starch stir it with these. It will be found that the iron will not stick to the article being ironed. This costs nothing, and is a very good way of improving starch.

TO REMOVE SCORCH FROM LINEN.

When an article becomes scorched in ironing lay it over a plate or platter and moisten the scorched spot with a jellylike mixture of soap, starch, and water. Place a piece of glass over all and lay in the sun. Remoisten as often as necessary until all the stain is removed.

REMOVING INK STAINS FROM SILK.

A.: Soak the silk in clean, warm water and wring out. Spread over a clean cloth and allow a drop or so of ammonia (strong) to fall on the stain, then saturate a tiny piece of cotton wool with dilute phosphoric acid, and apply repeatedly to the stain with pressure. Repeat two or three times, and dry in the sun. This method is equally reliable for old and fresh ink stains, is rapid in action and will not injure the most delicate of fabrics.

HOW TO WASH A NET BLOUSE.

The prettiest of summer blouses will be made of net, mounted on nylon or else trimmed with lace. The ordinary method of laundering such a garment means the loss of its beauty, so I am giving you the correct way of tucking it so that its tenure of life may be lengthened, and that it may remain "a thing of beauty and a joy for ever." First of all procure a pennyworth of bran, and tie it into a muslin bag. Pour over it three or four pints of boiling water, and let it stand until it is cool. Then put half of it into a basin, with enough soap jelly to make a lather, and squeeze the blouse well in it. On no account rub it. Add a little cold water to the remaining bran water, and rinse the blouse thoroughly in it. Then roll it up in a clean cloth, and iron in about half an hour with a moderately hot iron. If ironed fairly wet it will not need to be starched.

Put a clean marble in the saucepan when boiling porridge, rice, custards, etc. The marble will automatically do the stirring as the liquid cooks. Any chance of burning will be prevented. Thus the time and fatigue of constantly stirring can be saved. Remove the marble before serving.

They sing its song of gladness, They chant its hymn of praise, Upon its lyric cadences With gratitude they gaze. They win their way, with winter, From coughs and colds secure, Because they know what blessings flow From Woods' Great Peppermint Cure.

YOUR RECIPE BOOK.

FOWL EN CASSEROLE.

This method of cooking a fowl is one we owe to the French housekeeper. The oldest bird in the yard, if cooked in this fashion, will emerge from the pot as a spring chicken, is the instructions are faithfully followed:—

Select a good-sized fowl, trussed as for boiling, and put in, breast downwards, into an earthenware stewpot, lined with slices of bacon. Allow this to fry a little, then add the cleaned giblets, cut in convenient pieces, a carrot, an onion, a blade of mace, pepper and salt, and one pint of cold water. Cover closely, and cook gently on the stove till perfectly tender. Strain off the liquor, and season it. Cut the chicken into joints, garnish with braised onion and slices of carrot, and return to the casserole. Thicken the gravy, pour over, and serve hot.

SCOTCH BROTH.

This is very excellent soup, and now that food is likely to be dear, and we housewives have to be sparing in the larder, a recipe that will serve all the family is to be welcomed.

Six-pennyworth of bones from the butcher, six small neck chops free from fat, three carrots, three turnips, two leeks, celery cut small when in season, and a teaspoonful of pearl barley. Put the bones into a clean saucepan and let them boil; then skim well, add the vegetables, cut each into two. When these have boiled for two hours, pass the liquor through a sieve into a stewpan; add the barley, which must have been washed and par-boiled, with the vegetables cut small, dice-shaped pieces; allow it to boil until the pearl barley is tender; then put in the chops that have been freed from fat, and let all simmer in the gravy for thirty minutes; pour all carefully into a hot tureen, scatter some minced parsley upon top, and send to table at once.

SHEPHERD'S PIE.

First mash some boiled potatoes with hot milk, the yolk of an egg, some butter, and season with pepper and salt. Slice the cold meat and lay it at the bottom of a well-buttered dish, screen with finely-sliced onions and minced parsley; add to this a little beef gravy, then cover the pie with a lid made from the mashed potatoes, make a hole in the centre of the dish, score the potatoes with the point of a knife in squares of an equal size, and put the dish into a hot oven. When the potatoes are brown the meat will be sufficiently done. Pour a gill of good gravy through the hole made in the paste, and serve hot.

AMERICAN RHUBARB PIE.

Required: One bundle of rhubarb, one large lemon, six ounces of sugar, three eggs, pastry. Stew the rhubarb with the sugar, and the grated rind and juice of a lemon. Drain away the liquor, and add three well-beaten eggs. Line a shallow pie-dish with paste, fill with the rhubarb mixture, and bake for about an hour in a moderate oven. Serve cold. The mixture when cooked should be soft, but not turned.

Arnott's Living Pictures



FOR YOUR CHILDREN'S SAKE, ASK FOR ARNOTT'S WHEN BUYING MILK ARROWROOT BISCUITS. A PURE HEALTH FOOD—NOURISHING, FATTENING

FREDERICK B. TAYLOR, Aged 2 Years and 3 Months. The Strong, Happy and Healthy Child of Mrs. Taylor, Victoria Street, Rockwood. Reared on One Week Old on ARNOTT'S PATENT'S MILK ARROWROOT BISCUITS.

FOR YOUR CHILDREN'S SAKE, SEE THAT YOU GET ARNOTT'S.

THE BEST Absolutely "REX" Luncheon Cheese

We couldn't make it better for you, we've tried. As it is now it represents the highest point of excellence possible. "REX" Luncheon Cheese is made from strictly and thoroughly matured cheese—Cheddar cheese—procured from the finest factory in Darling Downs, Queensland. Each one undergoes strict examination before using—any that are not up to the standard are discarded. We have to keep up our reputation for

Purity and Excellence

We dare not give the public anything that is not strictly of the finest possible quality. "REX" Luncheon Cheese is a full flavored, full-cream cheese, and is thoroughly matured. It contains no preservatives. It is easily assimilated, is really an aid to digestion. Only cheese that is not properly matured is indigestible. "REX" Luncheon Cheese forms the most palatable, satisfying, and cheapest food procurable. Determine to try it to-day, try a little as a finish up to every meal.

SOLD BY ALL GROCERS AND STOREKEEPERS IN DECORATED TINS AND JARS.

Other "REX" Products

Procureable at all Grocers.

"REX" CANNED DELICACIES

- Ham Pate, 1lb. tins.
- Veal and Tongue Pate, 1lb. tins.
- Pork Sausages, 1lb. tins.
- Pork and Beans, 1lb. tins.
- Pigs' Feet in Jelly, 1lb. tins.
- Luncheon Toppings in Jelly, 1lb. tins.
- REX Luncheon Cheese, 6oz. Decorated tins and Porcelain Jars, and
- REX Brand Lard for Cooking purposes in 1lb. prints.

"REX" FRESH SMALL GOODS

Procureable at all Grocers, Small Goods Shops, and Carts.

- Savellys
- Strasbourg Sausage
- Veal German Sausage
- White Puddings
- Black Puddings

Foggitt, Jones & Co. LTD.

Tork Sausages
Frankfurt Sausages
Curers of "REX" Hams and Bacons;
Factors of "REX" Bolognais;
Makers of "REX" FRESH Small Goods.

THE TOY FOR THE BOY

The American Model Builder

It is just the thing for wide-awake boys. Get boys and build wonderful models of Modern Buildings, Churches and more of Modern Mechanical Woodwork.

Boys can build their own working models and at the same time secure a liberal mechanical education.

It forms an ideal game for wide-awake boys, particularly sons of Railway and Tramway Men.

ENTERTAINS, EDUCATES, and MAKES NO NOISE

Prices from 5/9

JERDAN'S LTD.,

SOLE AGENTS: 393 GEORGE ST., SYDNEY

THE EPPING NURSERY COMPANY

SEEDSMEN, NURSERYMEN AND FLORISTS.

New Season's Flower and Vegetable Seeds for present sowing. Seedling Plants, etc. Wreaths and Wedding Bouquets a speciality.

HOTEL SYDNEY BUILDINGS,
Fitt Street, HAYMARKET.
Phone, City 4197.
Proprietors: J. H. Thomas and J. Johnson.

KEEN'S MUSTARD

is carried to every part of Australia, and is used in every home in our island Continent.



KEEN'S MUSTARD

A. LARCOMBE & CO.

MONUMENTAL MASONS, EAST ST. LIDCOMBE

KERBERG, HEADSTONES, MONUMENTS and TOMBS. All patterns in Iron Railings and all other branches of the trade executed on most Reasonable Terms in any part of the State. Phone, 14 Lidcombe

LABOR NEWS FROM EVERY DIRECTION.

THE PROBLEM WORLD WIDE SENIORITY PROMOTION. A INTERESTING DISCUSSION.

Secretaries of P.L.L. Branches and Laborers generally, are invited to send in reports of Meetings and Labor Meetings for publication in the "Co-operator." All reports should reach this office at latest on Tuesday morning each week.

FEDERAL ELECTIONS. WHO TO VOTE FOR. LABOR IN BOTH HOUSES. FOR THE SENATE.

- X Senator A. Gardiner. X Senator A. McDougall. X Senator A. Rae. X John Grant. X Ike Smith. X David Watson.

FOR THE HOUSE OF REPRESENTATIVES.

- X Barrer. — Josiah Thomas, M.H.R. X Calare. — W. J. Johnson. X Cook. — J. H. Catts, M.H.R. X Dalley. — R. Howe, M.H.R. X Darling. — W. G. Spence, M.H.R. X East Sydney. — J. E. West, M.H.R. X Eden-Monaro. — H. LeStrange. X Gwydir. — W. Webster, M.H.R. X Hume. — P. Sullivan. X Hunter. — M. Charlton, M.H.R. X Illawarra. — G. M. Burns, M.H.R. X Lang. — H. Lamond. X Macquarie. — E. S. Carr, M.H.R. X Nepean. — V. Molesworth. X Newcastle. — D. Watkins, M.H.R. X New England. — E. J. Bowman. X North Sydney. — R. Bradley. X Parkes. — W. J. Russell. X Parramatta. — C. Von Hagen. X Riverina. — J. M. Chanter. X Robertson. — J. H. Fraser. X South Sydney. — E. Riley, M.H.R. X Wentworth. — R. M. Cruickshank. X Werriva. — J. Lynch. X West Sydney. — W. M. Hughes, M.H.R.

TINGHA P.L.L.

The above league met on 2nd inst., the president, Mr. R. Pryor, in the chair. Correspondence was received from Mr. Catts, M.H.R., stating that the Hon. W. M. Hughes would address meetings at Tingha on Tuesday afternoon, August 11th, and at Glen Innes on Wednesday night, August 12th, from 7 o'clock till 8.30, when he would leave by the mail train for Sydney.

It was decided that a motor be hired to convey Mr. Hughes from Inverell to Tingha and back, and that the meeting be widely advertised. Arrangements were then made for the distribution of literature and placards, and the secretary was instructed to arrange for 100 copies of the "Call" to be purchased and circulated daily in this subdivision.

On Saturday night, 1st inst., a very successful social, under the auspices of the P.L.L., took place at the Tingha Hall. About a hundred couples participated in the enjoyment, the total takings amounting to £18 6s. 6d., and the net profit £13 3s. 6d.

On Monday night, 3rd inst., Mr. E. J. Bowman, the Labor candidate, addressed a large meeting in the Tingha Hall, and in an able and lucid address placed the objects of the Labor Party before his audience. The meeting was most orderly, and at the conclusion a unanimous vote of confidence in Mr. Bowman as our future representative was carried by a show of hands.

Mr. Bowman left for Tenterden and Wandswoth on Tuesday morning, at which places he was to address meetings the same day.

CAMPBELLTOWN P.L.L.

At a meeting held recently the following officers were elected for the ensuing year:—President, Mr. M. S. Dignam; vice-presidents, Messrs. B. Haydon and H. Thompson; treasurer, Mrs. Kelhorne (re-elected); secretary, Mr. J. B. Parker (re-elected). Secretary's report, and also treasurer's, were considered very satisfactory. Election matters are going along nicely. We have had Senator Gardiner, Mr. V. Molesworth (selected Labor candidate), and Mr. J. T. Lang, M.L.A., addressing meetings here; and on Saturday next Mr. E. R. Larkin, M.L.A., will speak on Mr. Molesworth's behalf, and Hon. G. W. Ashford, Minister for Agriculture, on 22nd, for same purpose. We held a very successful social in Town Hall on 31st ultimo. About forty couples were present and thoroughly enjoyed themselves, to first-class music supplied by Messrs. Williamson (piano) and Fred Mitchell (violin). A dainty supper was provided by the ladies' committee, of whom Messadams Kelhorne and Lawson were the leading spirits. The hall was nicely decorated by the members of the gentlemen's committee, whilst the secretarial duties were performed by Mr. J. Parker, who was also M.C.

WELLINGTON P.L.L.

The usual fortnightly meeting of the above branch was held in the Gazette Hall on Friday, 7.8.14, at 8 p.m., the vice-president, Mr. D. Spring, being in the chair. There was a good attendance of members. Now that the rolls are closed, active arrangements are being made for the conveyance of Labor electors to the polling booth on election day. The resignation of Mr. H. C. Mason as president was received and accepted. Four nominations for the vacant position were received, and it was decided to have a ballot at the next meeting, to be held on Friday.

21st August. A letter from the municipal council was received, and the secretaries were instructed to reply to this, and also bring several other matters under their notice. The secretary reported that the recent eucyre party and dance had been a great success, and it was decided to promote another one for Wednesday, 26th August.

BATHURST P.L.L.

A successful eucyre party took place in the Coronation Hall, on Saturday, 1/8/14. There were about 100 persons present and £5 was realised. Naturally political interest has been completely overshadowed by the European crisis and the postponement of the Federal elections is now considered inevitable.

BURWOOD P.L.L.

The above league held another successful social on August 1, at the Burwood School of Arts, when about 350 people put in an appearance. Burwood is now the storm centre of Parkes, great activity being displayed. We are going to put up on this occasion our greatest fight for our political war horse, Mr. W. J. Russell, one of the clearest fighters that ever stood in Australia.

NEWCASTLE FEDERAL ELECTORATE.

For the past fortnight Messrs David Watkins, M.H.R., and David Watson, one of Labor's selected Senate six, have been addressing meetings in the different parts of the electorate, at Hamilton, Newcastle, Mimi, Waratah, Carrington, Stockton, Adamstown, Wickham, West Wallsend, Mayfield, Lambton, New Lambton, and Wallsend. Meetings have been well attended with unanimous votes of confidence for Mr. Watkins and the Senate six. All the time the necessity for enrolment has been emphasised from the platform and by advertisement, while, in all centres, committees, armed with lists copied from field books, have been hard at work, and good work has been put in at Mr. Watkins' committee rooms. The result is that fully 10,000, probably more, names have been sent in for the supplementary roll.

Mr. Watkins intends to leave his electorate now until the last week or so, and meanwhile will render assistance in Robertson and other electorates. Unfortunately, owing to the mining trouble, Mr. Watson is unable to get away at present. The activity displayed in connection with enrolment of supporters is bound to have a stimulating effect that will tell its tale at the ballot box. We are confident that our majority for this electorate next time will easily be a record. So far no opponent is announced for Mr. Watkins. We are looking forward to a visit from Senator Rae shortly.

KELSO P.L.L.

The regular fortnightly meeting of the Kelso branch of the P.L.L. was held on last Saturday night, when Mr. J. Pennington presided over a good attendance of members.

Correspondence from Bathurst, O'Connell and Tarana branches, and from the secretary of the Federal Campaign committee, Sydney, regarding the elections, was read and dealt with.

Arrangements were completed for holding a eucyre party and dance on the 22nd of the present month. Members roundly condemned Mr. Joseph Cook, the Prime Minister, for his attitude in connection with the elections. They held that his hesitancy in burying the political hatchet at the present juncture was destroying the effects of the efforts which every Australian desired to put forward towards helping Britain in her hour of trial. The remarks of Bishop Long and other speakers at the recent citizens' meeting in Bathurst were warmly approved of, and a resolution expressing the opinion that, the occasion having arisen, necessitating the drawing of the sword by the old country, political barriers should be brushed aside to enable all parties to stand united for the defence of the Empire, was unanimously carried.

The outbreak of the greatest European war has been responsible for a glorious justification of the defence policy of the late Federal Labor Government. The Destroyers, which Mr. Cook in his ignorance referred to as being unfit for service outside rivers, are at the present time at sea on unknown missions on behalf of the Empire. The Australian warships which Mr. W. E. Johnson, candidate for Lang, and late Conservative Speaker in the House of Representatives, declared would at the first opportunity turn their guns on England, are now like watch-dogs of the deep, relieving the mother land of most of her responsibilities on the Southern Seas, and thereby surely give the lie direct to one of the extravagant misrepresentations of Conservatism.

A great deal of dissatisfaction has been expressed by N.S.W. railway men in regard to the method of promotion in the Service. It is well known that the principle which is supposed to rule is "seniority of service," yet this is broken in so many important instances that it might as well not exist. Just lately we have had the case of a number of appointments to inspectors and district superintendents' positions, and men appointed without any regard to this principle. The Audit office, again, only a little time back provided an instance which led the staff to appeal to the C.C., without result, it might be said. Again, there was the recent promotion of guards to the position of night officers, absolutely neglecting the application of this principle. This subject has been repeatedly taken up with the Commissioners by the Amalgamated, in the endeavor to secure uniformity in the application of this principle of seniority in promotions, and as late as June of this year a deputation from the All Grades placed this, in conjunction with a number of other matters, before the Chief Commissioner, who, in his reply, thought the present practice reasonably met requirements, and could not be altered. This is a subject of outstanding interest to railway men in nearly every country, and a very interesting contribution by Hayes Robbins in the "National Civic Federation Review" in regard to the matter is well worth reproduction. Mr. Robbins says:—

DOES SENIORITY MEAN SUPERIORITY?

Here, it must be acknowledged, a fair question is raised. Why should a man have been kept in the service at all, if, after a term of years under the watchful eye of the management, he is not believed safe to entrust with larger responsibilities? If the superintendent, when the turn of such a man comes for advancement, does not dare put him in charge, for instance, of a fast express instead of a local accommodation, ought he to have been entrusted with the lives of passengers on any train, slow or fast? It is quite as possible for the engineer of a local as of an express to forget orders or bungle the emergency brakes or overrun signals. In other words, and without championing seniority as an ideal rule of selection, it is still possible to see that a more careful process of weeding out, in the regular course of operating practice, as already provided for in some of the promotion regulations, might bring us to the point where seniority and superior fitness would practically always mean the same thing. That they do already in a large majority of cases probably most operating officers would themselves readily grant. It is the small but important proportion of exceptions that creates the real problem. But is the matter after all as bad as it is commonly represented? Is it true that the Brotherhood rigidly insist upon seniority as the sole determining factor in promotions?

WORKING AGREEMENTS.

There is no literally uniform rule on this matter, but the following extracts from working agreements actually in force on various roads are typical of the prevailing practice. The promotion of railroad trainmen, for instance, is governed by provisions such as these:—

For safe operation where it should properly rest.

FOR SAFE OPERATION WHERE IT SHOULD PROPERLY REST.

Illustrating the need of a better common understanding of just what the seniority rule implies and how it works, take this typical objection from Governor Foss's letter to the Haven:—

"Promotion and the assignment of duties according to seniority without regard to fitness lower the efficiency of the labor forces, make it impossible for the railroad to maintain discipline, and impair the ability of the railroad to serve the public. . . . The real issue is not between the railroad and its employees, but between the employees and the people of this commonwealth; and the question is whether the lives of the people shall be placed in jeopardy by the maintenance of the seniority rule, and incident to a railroad strike."

In reply to which the Brotherhood men, in the course of a statement signed by Assistant Grand Chief L. L. Griffing, of the engineers, and Vice-president P. J. McNamara, of the firemen, had this to say:—

Seniority rules have been in effect upon all railroads for many years and have been to the travelling public the greatest possible assurance that only employees of experience and tested ability could be placed in charge of trains. We are of the firm belief that if the travelling public but realized the increased dangers that would exist under operating rules that would permit of favoritism, that is not only possible but probable under the revival of old customs, it would submit to the evils incident to a strike rather than to permit of the revival of the old conditions.

CARRYING THEIR DEFENCE FURTHER.

These gentlemen tell the Governor that:—

"No one appreciates more deeply than do those whom we represent that the safety of the travelling public is paramount to all other requirements, and it is not a question of 'advantage' with them. It is a question of placing the responsibility

Pittsburg and Lake Erie Railroad—"Rule 22. All trainmen will be considered in line for promotion according to their time of continuous service, merit, competency and capacity for increased responsibility. However, to obtain promotion, capacity must be shown for greater responsibility, and employees must not rely upon mere seniority. The best interests of the company demand that vacancies be filled by men who have shown themselves most worthy of promotion by loyal and faithful service, and intelligent and economical performance. The limit of promotion will be confined to conductorship as far as seniority is concerned. "A candidate for promotion to conductorship in the regular line—that is, following the last conductor promoted—will be given ten (10) days' notice to prepare himself. Failing to pass the first examination he will be given thirty (30) days to further prepare himself. If he then passes the examination he will be the senior of any younger employee who may have been promoted in the meantime. Failing to pass the second examination, he may be dismissed from the service."

Norfolk and Western Railway Co.—"Article M, Rule 2. They will be considered in the line of promotion. The oldest in the service shall have preference; First—Fitness for position; Second—Previous record for faithful service; Third—Length of such service."

New York Central and Hudson River R.R.—"Rule 5. Promotion in train service shall be from the oldest eligible freight conductor to extra passenger conductor, and from extra passenger conductor to passenger conductor. . . . when they are able to pass proper examination and are otherwise qualified. After a man has been appointed a passenger conductor it shall be probationary for one year, and his continuance as such after that time shall depend wholly upon his efficiency, courteousness and appearance."

St. Louis and San Francisco Railroad Co.—"When necessary to increase the number of conductors, the oldest brakeman in service will have preference in line of promotion, merit and ability considered. If it is ruled by a superintendent, assistant superintendent or trainmaster that a conductor or brakeman lacks the ability for promotion to higher service, the superintendent, assistant superintendent, or trainmaster will notify him,

giving the reason for so ruling in writing, if requested." Nothing very alarming here! In each case severe tests for merit and efficiency go hand in hand with the seniority rule.

How is it with the conductors? The promotion rule, according to President Garretson, of the Order of Railway Conductors, "varies in language on very many roads, but the sense is virtually the same the country over." Mr. Garretson states that the rule considered as fair as any and that recognises the general position of the conductors on the subject, is that in force on the New York, New Haven and Hartford Railroad, as follows:—"Ability, fitness and seniority will entitle a man to promotion, when the opportunity offers, provided, in the opinion of the superintendent, he is qualified therefor."

"That rule," says Mr. Garretson in comment, "makes ability the first requirement for promotion and seniority the last. Under the application of that rule on the line the superintendent of the road has the right to object to the man who stands next for promotion, and if he can reasonably demonstrate the grounds of unfitness the man will not receive the promotion, but he is not permitted to set up simply a whim or personal dislike, nor, when he has demonstrated the unfitness of a man, can he choose at will some individual whose interests he desires to forward for any one or many reasons, but he must take the next man in seniority unless unfitness is also shown on his part. It is a parallel for the civil service practice that obtains in regard to fitness. . . . there is not a place where the evidence of unfitness will not deprive the man of advancement to responsible position."

In the case of engineers, practically the standard rule is that seniority should govern, merit being equal. In other words, where the qualifications of two men are all right, the older in the service has the choice of runs and lay-overs. The rule in force on the Achison, Topeka and Santa Fe Railway (Coast Lines) reads that:—"Engineers will be promoted according to seniority and ability, in their respective districts."

On the Chicago, Milwaukee and St. Paul Railway, the rule reads:—"Promotion of engineers will be made according to their seniority and ability when found competent and worthy. When the ability of an engineer in

line for promotion is questioned, he may be given an opportunity to prove his competency." In many of the agreements the test examinations for promotion are not named in direct connection with the seniority rule, but are elsewhere prescribed and, according to Grand Chief Stone, of the Brotherhood of Locomotive Engineers, "The operating official is the man who decides whether or not the man is qualified, we reserving the right to appeal from his decision if we think any injustice has been done."

FIREMEN.

In the case of the firemen the standard rule on forty western roads covered by the Chicago agreement of 1910 is:—"Firemen shall be examined for promotion according to seniority on the firemen's roster; and those passing the required examination shall be given certificates of qualification, and when promoted shall hold their same relative standing in the service to which assigned."

This provision, as President Carter, of the Brotherhood, states, "in no manner restricts the railroad companies in their educational requirements or severity of examination in order to ascertain the fitness of a fireman before promotion." On the contrary: "Ordinarily, when a fireman fails to pass a satisfactory examination for promotion to position of engineer, he is penalised, the penalty varying on different roads."

On the Missouri Pacific Railway it is provided that: "All hostlers and firemen shall stand an examination on machinery and time-card before promotion to position of engineer in switch or road service." Then follow various rules on the nature of the examinations, both mechanical and physical. Another rule states that the senior eligible fireman shall stand first for promotion "provided he first passes the required examinations."

On the Erie Railroad, Rule 41 reads:—"In filling the position of hostler, preference will in general be given to firemen according to their age in the service, the company reserving the right to fill such positions otherwise in special cases."

TEST EXAMINATION STRICT.

The test examinations are no perfunctory affairs. On the contrary, several hundred technical questions must be answered, including a large number requiring a fireman to state

what he would do as engineer in various unusual or emergency situations. On one large system, it is reported that more than 1000 technical questions are asked of firemen before promotion, relating to mechanical matters, books of rules, signal systems, etc.

The railroad Brotherhood men urge that in addition to all these exacting tests seniority is of itself a strong evidence of fitness, in that it usually means long service under managers who could at any time have used the power of dismissal for incompetence or neglect of duty.

Even with the seniority provision entirely abolished it would still be necessary to decide between rival applicants for the higher positions, perhaps with this man or that backed by some faction among the force, and with the constant likelihood of incurring suspicion of favoritism, whether that motive is actually present or not. There is, at any rate, room for argument whether selections having regard to seniority, after due tests for knowledge and fitness, are any more likely to give us the occasional employee who disobeys orders and invites disaster than would be the case were appointments left solely to a superintendent's estimate of "fitness," an elusive term into which may enter various side issues known only to the official himself, and which the public least of all has any way of checking up or analysing.

How did the seniority idea get such a foothold in the railroad world in the first place? Probably the common impression is that the practice was forced upon the companies as the arbitrary whim of a powerful labor aggregation. The powerful labor backing was there, indeed, but very few industrial policies of such scope and importance arise from the "whims" either of individuals or groups. In the main it is true that seniority rules came into being as a measurable escape from evils which tended to grow by what they fed upon.

"FREE-HAND" SYSTEM CRITICISED.

Every social or industrial arrangement is entitled to be judged, not from the standpoint of what might be under ideal conditions, but in relation to the particular situation it fits, and out of which it has grown. It may not be the wisest device that

(Continued on page 8.)

Advertisement for Bexley Downs Estate BEXLEY. Features include: "Within Easy Walking Distance of Nine Railway Stations" (listing Canterbury, Campsie, Arncliffe, Rokdale, Banksia, Kogarah, Carlton, Hurstville, Benmore, and Brixton). "EASY TERMS" (Only £1 down and 10/ monthly including interest at 5 per cent per annum for every £25 worth purchased). "THE PASSWORD TO PROSPERITY RICKARD'S EASY TERMS". "Torrens Title". "Arthur Rickard & Co. Ltd. REALTY SPECIALISTS SYDNEY". "CALL OR WRITE FOR PLANS—OPEN MONDAY AND FRIDAY NIGHTS TILL 9."

APPEALS BOARD.

THE BOARD.

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

FRIDAY, JULY 24, 1914.
ELI FARNSWORTH, Fetter, 8/6
per day, Western Division.
Charge: Length (212m-229m, Forbes Line) in unsatisfactory condition.

Decision of Officer: To be disgraced from Ganger to Fetter, 17/6/14.
Appellant was defended by Mr. Rouring and pleaded not guilty.
Mr. Sierlock, for the Department, said that in January last Farnsworth was reported as having his length in bad order, and was not again interfered with till May, when it was again inspected and found in bad order.

Wm. Harris, sub-inspector, per way, said: I inspected Farnsworth's length in January. It was unsatisfactory, out of line, and dirty and weedy. Molong yard was also very dirty and weedy. I got to 2:16-40 at 12:10 early in May and saw three men outside the fence lying down asleep. I called out and they came up. Then Farnsworth came from the opposite side and he admitted giving the men a smoke. They only had down about three chains since the last train passed, and the fish bolts were loose in different places throughout. I reported this matter on my return to Bathurst. My first letter to Farnsworth on January 12 was about the men idling. I deny telling Farnsworth in September that his length was in better order than other gangers. His length was then in fair order. His road was knotty throughout, and is not a difficult one to keep in order. I did not report his road till I found the men idling. It was after January that he was given a certain time to get his length in order. The district engineer inspected Farnsworth's road on 5/5/14. I deny telling Farnsworth that the district engineer's inspection was satisfactory. I admit that the road was satisfactory.

Henry Austin, inspector, said: I examined Farnsworth's length on 18/3/14. I found the length unsatisfactory. It was not tidy and in bad running order. I examined it previously a few weeks before, and it was knotty and out of line. I did not recommend that Farnsworth be dealt with and fined a day's pay and removed to another length. Farnsworth successfully appealed against my decision previously. The whole length was had from end to end. I inspected the length by tricycle on 8/4/14, also on 16/1/14.

To Mr. Campbell: The whole portion of Farnsworth's road is over clayey country, and is harder to keep than granite, and when a road is re-sleepered it takes more time and trouble to keep than on an old formation. It is hard to keep the road clean during spring and summer, practically all the time is taken up chipping.

Thomas Melrose, district engineer, said: I made a personal examination of Farnsworth's length on 5/5/14. It was my first inspection of the length and had not inspected it since. On 5/5/14 I found the commencement of the length in good order, that is the furthest point from Molong East. There is a lot of clay formation on this length. It is harder to keep a road after it has been re-sleepered until it forms a new bed. Farnsworth's length was the worst I had inspected that day.

To Mr. Campbell: It would be good work for four men to chip 20 chains per day.

Appellant, Eli J. Farnsworth, fetter, said: I recollect Harris coming on to the work at 2:16-40. The night before I had to attend to damaged road and got to the men about 12 o'clock. I found the men had done some good work and had been working hard. I told them they could fill their pipes. I went to examine some rabbit-proof fence, and while there heard Inspector Harris' tricycle come. He asked me was I taking out time and I replied no and explained that I had given the men a chance to have a smoke. It was 106 degrees in the shade. He said he had no objection to this but it depended how long they were there. I said that they were there 10 minutes. On 17/1/14 I got a "please explain" about idling and nothing was then said about the condition of the road. I have been a ganger for 16 years. When I got an E.E. lines minute I personally and minutely examined it and said that I considered nothing was wrong with my road to merit such a report. On 2/4/14 I got a paper reducing me. I reported that my length was in better order than it had been for years. I have inquired of drivers of mail trains, and they said the same thing. I asked Mr. Melrose to come over to it with a tricycle and I would point out that I had miles of clay. Regarding the dirty yard, it is impossible to keep it clean during the summer months. My length is a difficult one to keep. I had one complaint from a driver about a bad place in seven years. I had never been cautioned or reprimanded about my road. I feel bound to say that since my last appeal Inspector Austin has not shown any kindly feeling towards me.

G. F. Williams, retired inspector, said: I had 35 years railway service and retired in October last. I had Farnsworth under me for 6½ years and had no complaint against him during that time. The country from Orange to Molong is clay country. Farnsworth's length is about the worst. When a road is re-sleepered the extra gangs have to rush over their work. A driver would feel a defect in the road instantly. I consider a driver a good judge of bad roads. I used to go over this road twice per week. I had to ask for assistance for this man. I always found Farnsworth do what I told him and work in the interests of the Department. On one occasion he risked his life to clear the train water pipe, and was the only one of sixteen who would venture into the tunnel to do this. I always found him to do his work satisfactorily and had no fault to find with him. He kept the road better than the ganger who had it before him.

Jas. Scott, driver, Orange, said: I have 35 years service, 28 as a driver, and know the road from 212 to 220. I have been constantly on this for the past 10 or 12 months. A driver can soon feel a knotty or out of line road. I would throw a note out to the fettlers about it. I have found this portion of the road very good. It is in very much better condition now than seven or eight years ago.

David Wallace, driver, Molong, said: I drive over the road from 212 to 220. I have driven over it for 18 months. I found it good. I travel 25 to 30 miles per hour. I could tell if anything was wrong with the road. This road is better than the length east of it. It has a good running top.

Decision: Appeal dismissed (Mr. Campbell dissented and considered that on the evidence appellant should not have been disgraced).

THE BOARD.

MR. HODGSON.
(Chairman).
MR. SPURWAY.
(Chief Commissioner's Representative).
MR. E. D. CAMPBELL.
(Elected Representative of Whole Staff).

FRIDAY, JULY 31, 1914.
HENRY J. HIPPIITT, Electric
Driver, Ultimo, 10/- per day.
Charge: Travelling in a first-class railway carriage on a second-class ticket. 13/6/1914.

Decision of Officer: That he be fined 10/- 7/7/1914.
Appellant pleaded not guilty, contending that there was no offence disclosed under the Railway Act. He had paid the excess fare on demand. The journey was from Redfern to Central Station.

Mr. Sheridan said the facts of the case were that appellant was travelling from Campsie to Central. He left the second-class carriage at Redfern and walked up the platform and got into a first-class after the tickets had been examined. The ticket examiner followed appellant and charged him with the offence, and as the official had no excess fare book he was allowed to go but paid the money in at Redfern later in the day.

Appellant said the train was running late and he had only 10 minutes in which to get to his work, and as the train was four minutes late he walked up to the first-class as so as to avoid the rush of the crowd, and so get to his work in time. If he was late it meant trouble in the tram traffic.

Decision Appeal upheld.

CLAUDE OLIVER RUPERT
PERCY DUNSHEA, Conductor,
Tempe, 8/6 per day.
Charge: Standing on front platform of 'O' type car when in charge of tram in traffic, thereby disregarding instructions of page 27 of working orders, and regulation No. 153. 20/6/1914.

Decision of Officer: That he be fined 2/6. 7/7/1914.
Appellant pleaded not guilty.

Ernest Wilson, sub-inspector, gave the following evidence in support of the departmental case: I was on duty on 20/6/14 on Cook's River Road. Approaching Silver-street, I saw a car coming along and the conductor was on the front platform. Aboard of me I saw the driver put up his hand and point to me. The conductor, however, did not get off till he got to Marion-street. I was marked to Inspector Little, who was with me, that the conductor was not getting off after he passed me. I do not know Dunshea personally. He is similar to the man who was on the front. Was not aware that the driver and conductor were on bad terms, but am positive that there was only the driver and conductor in uniform on that car. The conductor was on the front platform beside the driver.

William Little, sub-inspector, corroborated this evidence. He said he knew the driver but could not swear to the conductor. Was positive there was no other employee on the car; only the conductor and driver.

Appellant, Claude Dunshea, conductor, said: I was on duty on June 20 on the Tempe run. Gunther was my driver. First knew of the report on the 24/6/14, and deny standing on the front of the car. Gunther has been my driver for some time. Ten days before the occurrence I had a disagreement with him and had no talk with him, only

what we had to do officially. Under no circumstances would I talk with him. I did not see the inspector on that date at all.

Wm. Gunther, driver, said: Dunshea was my mate in June. I know of the report against him, and when it was brought under my notice we were on bad terms and only spoke to each other officially. I did not see any inspector on the road that day. When he was fined for this offence I went and told him I considered it an injustice, and to call me if he chose. Had Dunshea come on the front with me then I would have ordered him off.

Decision: Appeal upheld.

THE BOARD.

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

JAMES EWING, Driver, Fort Mac-
quarie, 9/- per day.
Charge: Want of care and judgment, whereby a rear collision occurred near Goulburn-street, Pitt-street line, resulting in injury to passengers and damage to rolling stock. 16.6.1914.

Decision of Officer: That he be dismissed the Service. 27.14.

Appellant pleaded not guilty.
Mr. Emery, for the department, said that appellant was the driver of car 270, Quay to Railway Station, and he allowed it to collide with car 702 at Goulburn-street, damaging rolling stock, with injury to passengers.

Joseph Newland, conductor, said that on 16.6.14 he was assistant conductor on car 270. Approaching Goulburn-street I saw the other car stationary, and judging from the speed I thought an accident unavoidable. My car collided with car 702. I am a qualified driver. I thought an accident unavoidable owing to the greasy nature of the rails.

To Mr. Lucy: I consider we were going at from 4 to 6 miles per hour approaching Goulburn-street on a falling grade. Cannot say whether the wheels skidded or not, my attention being centred on the collection of fares.

Reg. Leader, conductor, said: I heard of the collision at Goulburn-street, and saw the rail afterwards and saw one rail sanded. The sand had the appearance of having been run over. I consider it would be about half a minute after the collision. Both rails should be sanded when the plunger is used. Seeing sand on one rail indicates that the gear was defective.

Ed. A. Mills, drivers' instructor, said: If one rail only is sanded, the force of brake gear is reduced considerably. The object of the sand is to prevent the wheels skidding and assist the grip on the rail.

To Mr. Campbell: The sand gear is placed over both rails to give additional grip of wheel on rail, and the gear is constructed to release the sand on both rails at once.

Albert McCann, shorthand writer, said: I took notes of an interview between the appellant and the Supt. of Tramways.

Mr. Campbell here asked Mr. Emery whether the shorthand notes were taken at the inquiry or before it by dictation, or in the form of an interview; if so, he objected, and would not hear the evidence. After argument, it was resolved by the Board that the evidence as to the interview was not admissible.

Appellant, Jas. Ewing, driver, then said: I took charge of car 270 at 5.8 on 16.6.14 for meal relief. I do not recollect driving this car before. Left the Quay at 5.20, and got along all right at each stop. It was a very busy time—about 4 cars per minute. After leaving Liverpool-street, and approaching Goulburn-street, about half-way down, I noticed the car was gaining speed. I applied the air, and found the car pick up, and then applied the sand and found it did not act. I then threw off the air, thinking it would help, as it sometimes does. Finding it did not, and the wheels seemed to be locked, I then applied the 2nd emergency, and the car seemed to shoot forward and the collision occurred. Since the affair I have been informed that car 270 is notorious for getting out of order—that is, on the brake power being defective. Driver Moore had the car out of traffic on 29.5.14. Driver Hamilton was called at the inquiry. He was the driver of the car that I collided with. He said there that he complained of this car on 5.6.14. Driver Mainwaring booked this car out on 6.6.14 as defective brake. Driver Mackie also complained of this car on 11.6.14. I know Driver McCarthy booked this car up on the 12.6.14, also a man named Aberline spoke of the defective state of the brakes, and that he found the car would pick up on a greasy rail.

William Hamilton and Alfred Aberline corroborated the evidence regarding the car being a "bad car" by drivers, the car having changed it over because of defective brakes.

Decision: The Board dismissed the appeal. Mr. Campbell dissented, and considered there were certain mitigating circumstances, and thought appellant might have been reinstated as a conductor.

DANIEL CALLAGHAN, 3rd-class
Night Officer, Eskbank District, £190
per annum.
Charge: Mr. Callaghan neglected to exercise proper precautions, with the result that owing to the down advanced starting signal at Hartley Vale being in the "all clear" position No. 49 mail entered the Hartley

Vale-Bell Block section before "line clear" was obtained, and whilst that section was occupied by No. 179 goods, and a collision between those trains was narrowly averted. 16.6.1914.

Decision of Officer: That he be dismissed the Service. 26.6.14.
Appellant pleaded not guilty.

Mr. Chiplin, for the department, said the facts were that goods train 179 left Hartley Vale at 11.12 p.m. on 16.6.14. It was moving heavily at this time. Appellant asked Mount Victoria for fog signals, and then gave line clear for No. 49 mail. He brought 49 to home and signalled train forward to the starter. He lowered the starter to let the train forward to the advance starter, which he could not see. This was in contravention of rules. After lowering the starter he saw the train go right off, and he gave train running away on right line. Bell had 179 standing near the home signal with a broken drawbar. The N.O., Bell, then sent the guard back to protect his train, and the mail was pulled up at the distant signal.

Appellant stated that after he found the mail run through and advised Bell, he walked down to his advance starter and found that owing to the weight of snow the advance starter was off, although the lever was in its normal position. He went in to the Dist. Supt.'s office at Eskbank next day, and made a voluntary statement. He did not attempt to conceal anything in regard to the matter, and appealed to the Board to extend leniency to him.

Decision: Appeal dismissed, but the Board recommended appellant to appeal to the Chief Commissioner.

SAMUEL HUNTER MAGILL, Junior
Porter, Moree, 4/2 per day.
Charge: (1) Failed to see that an amount of £3, account Taylor, which was booked out H.C. and D. paid, was collected and paid to revenue. 27.3.1914. (2) Booked an amount of 5/6, account Eaton, as outwards paid, and failed to see that same was collected and paid to revenue. 3.4.1914.

Decision of Officer: Dismissed. 20.6.1914.

Appellant was undefended, and pleaded guilty, asking for leniency.
Mr. Chiplin said the facts of the case were that the audit inspector examined the accounts at Moree, and found outwards accounts H.C. and D. were not paid in, and on 8.4.14 5/6 on account of samples. The amounts were on 23.4.14 paid in by Magill.

Wm. Tweedie, S.M., Moree, said: I was S.M. at Moree in March last, when the audit inspector made inspection of the accounts. He reported on 30.4.14 two items not paid in. I took this up with Junior Porter Magill and obtained a statement from him on 13.5.14, and again on 16.5.14, both verbatim statements. Magill stated: "I booked 3 horses to Narrabri, £3. I booked these out paid, but do not remember getting the money. Mr. Smith spoke about this, and I borrowed the money and paid it in. I did not give a receipt. Regarding the 5/6, I paid this money in; it was a double entry."

Continuing, Mr. Tweedie said: I produce a receipt for the 5/6 with Magill's signature. The waybill is in Magill's handwriting also. I produce the office receipt book, showing the dates of the paying of the amounts; also produce the H.C. and D. book. Could find no entry for the 27.3.14, and it shows that some leaves have been torn out. Regarding the 5/6 item, I made an examination of Magill's accounts. I found he was about 16/- short, and on further examination found he had made a double entry, booking the same parcel out once to Inverell and once to Narrabri. I found stamps, etc., which reduced his debit to 5/6, which is now in dispute. The custody of the H.C. and D. book is in the hands of Magill or the coaching clerk. The debit should have been discovered the same night; the coaching clerk should have found it. I have known plenty of cases where men handling cash are short. The freight on 3 horses to Narrabri is £3, and £1 deposit on the box. It sometimes occurs that the deposit is not collected till the freight is paid. I did not tell Magill to pay the money in, but I told him he would be responsible.

Appellant, S. H. Magill, junior porter, said he was 16½ years of age, having been 16 months in the Service. Started at Atunga, with no booking work to do; then to Manilla, where he did coaching work; then to Moree. Told Mr. Tweedie I had no recollection of receiving any money from Taylor or Wilson. The first I knew of it was a fortnight after, when Mr. Smith asked me about it, and I told him I could not remember it, and he said to go and see Taylor. I did so, and Taylor said it had been paid in. Mr. Smith gave me £1 a day or two before the auditor came. He said it was the £1 deposit on the horse box. Smith denied this morning that he gave me the money. The waybill showed £3 paid, and it was in my handwriting. I may have made a mistake.

To Mr. Campbell: The coaching clerk is supposed to check my work when I bring in my remittance. He does not check my books each day. James Smith, coaching clerk, said: I have been 12 months at Moree. I recollect 3 horses being booked out to Narrabri on 27.3.14. I recollect Mr. Tweedie discovering the amount being unpaid. I reference of the H.C. and D. book every day. I went over to Taylor and spoke to him, and he said the money for the horses was paid in. The boy who paid the money was in Narrabri, and he would get the receipt when he came back. I entered the amount £3 into the out-stand book, and told Magill that

the best thing he could do was to go and see Taylor about the trouble. Taylor ordered the box by phone. I did not get £1 deposit from him. I deny giving the boy £1 in connection with the case.

Decision: The Board considered that there was a great deal of doubt about the whole case, and decided to give appellant the benefit of it.

THE BOARD.

MR. HODGSON.
(Chairman).
MR. SPURWAY.
(Chief Commissioner's Representative).
MR. E. D. CAMPBELL.
(Elected Representative of Whole Staff).

THURSDAY, JULY 30, 1914.
COLIN GEEN, Casual Conductor,
Waverley, 8/- per day.
Charge: Assaulting a passenger. Date of occurrence, 16.6.1914.

Decision of Officer: To be dismissed the Service. 17.7.1914.

Appellant pleaded not guilty.
Wm. McMaster told the Board that he was a passenger on a tram to Bondi Junction on 16.6.14, boarding the car at Dowling-street to go to Elizabeth-street. I was lighting my pipe, when the conductor said, "Put out that pipe." I did so. I got out at Jersey-road, and the conductor followed me to the footpath and said, "I'll teach you to use that language to me," and struck me and knocked me down. An inspector saw me, and I gave him a 1½d. ticket, No. 74065. It was the man who issued the ticket who struck me. There was one witness, a man who was standing on the footpath talking to a friend.

Harry Tombs said that on 16.6.14 he was standing at Jersey-road. The conductor got off on the road to let a passenger get out, and said something, and then followed the gent. to the footpath, pulled him round, struck and knocked him down. Mr. McMaster called the attention of a tramway starter, who came along.

Ambrose Goodacre, tram inspector, said: I got instructions to make inquiries into the assault. I got the ticket from McMaster, and followed up the ticket and found that Geen issued it. I don't know Geen at all. A week elapsed before Geen was informed of the charge. I did not see McMaster for a week after the occurrence. We have to make inquiries into the charge before charging the conductor, and that accounts for the lapse of time.

Appellant, Colin Geen, then gave evidence. Had 11 months' service as conductor, and am a married man. Recollect the 16th June. On that trip left Quay at 6.25, and got to Ormond-street at 6.45. McMaster got on there, and I went for his fare at Elizabeth-street. Told him he was in a non-smoker, and asked him to put his pipe out. He ignored my request, and lit his pipe. I asked for his name and address, and he refused to give it. I told him I would give him in charge. He cursed and swore at me, and asked what the ——— "You had to do with me. He said, "— "You fellows think you can do as you like with the uniform on; you will hear more about this." Deny using any language or assaulting McMaster. My assistant was on the front car, and there was another conductor who got off the front car and walked towards the footpath.

Thos. R. Hughes, driver, said: I was Geen's driver on 16.6.14. I recollect the trip on which the alleged trouble occurred. I saw the passenger get on the tram at Ormond-street, and identify him now. He was intoxicated, and staggered towards the tram, and I could not start the tram till I saw him seated. I think he got off at Jersey-road. I did not see any assault take place. Geen was my conductor all that day. We did 13 trips that day. The reason for my recognition of this passenger so easily is that this was a very slack trip. I would not profess to recognise every passenger who got on and off.

Wm. J. Beaumont, conductor, said: I was assistant to Geen on 16.6.14, and recollect stopping at Jersey-road. Geen did not leave the tram there. There were several conductors on the car going home.

Decision: Appeal dismissed.

WILLIAM ISON, Fitter's Laborer,
Bathurst, 9/4 per day.
Charge: While acting as storeman he turned the oil on to fill a measure, and did not turn it off until oil to the estimated value of £4 had been allowed to run to waste (Bathurst). Date of occurrence, 1.6.14.

Decision of Officer: To be fined one day's pay, and not to be used as storeman again. 3.7.14.

Appellant was defended by Mr. Corish, of the All Grades, and pleaded guilty, asking for leniency.

Appellant, William Ison, fitter, Bathurst, told the Board that he felt the second part of the charge most, as he liked the work. Although he had made a mistake, he felt very much being prevented from acting as storeman in future. He was prepared to admit that the fine was in a way justifiable, and accepted his responsibility in the matter. After hearing Mr. Corish, who pleaded that appellant might be extended some clemency in regard to the latter part of the charge, which prevented appellant being employed as storeman in future, the Chairman pointed out to Mr. Corish that it was beyond the power of the Board to say that appellant should be employed or not employed as storeman in future. However, he would say on behalf of the Board that that portion of the deci-

sion should not have been put there. The decision of the Board was that the appeal against the fine of 9/4 be dismissed, and that the other portion of the decision of the officer be deleted.

HERBERT W. TIPPING, Driver,
Penrith, 15/- per day.
Charge: Signed off duty at 4.50 p.m. on 15.5.14, and was then rostered to sign on duty at 6.5 a.m. on 16.5.14, but failed to do so, which was a breach of Rule 4. Date of occurrence, 16.5.1914.

Decision of Officer: To be fined half a day's pay, 7/6. 6.7.14.

Appellant pleaded guilty, but denied there was any intention to break Rule 4.

Mr. Slater, for the department, said that appellant signed off at 4.50 p.m. on 15.5.14, and was rostered to sign on again at 6.5 a.m. on 16.5.14. He failed to do so, and a call boy was sent to call him, and he signed on at 6.50 a.m.

Herbert Tipping, driver, and appellant, told the Board that he had always found it usual to call men up to 6 a.m., and being rostered to sign on at 6.5 a.m. (although only 5 min. after the recognised hour), he was not called. The work is very irregular, and I have to work at all and any hours. 15 min. after the boy called at my house I was at the shed. I was running a goods train on that date.

Decision: The Board considered that the case would be met by the remission of the fine, and substituted therefor a reprimand.

HERBERT J. ROGERS, Examining
Fitter, Eveleigh, 13/- per day.
Charge: Faulty examination of engine 830, "P" class, resulting in that engine being sent out to work No. 3 express train without pads in the leading engine box keeps, and serious delay to this important train through the right leading box of this engine running hot. Date of occurrence, 6.5.1914.

Decision of Officer: To be fined one day's pay, 13/- 17.14.

Appellant pleaded not guilty, and said there was not sufficient time allowed to properly deal with the engines.

Mr. Slater, for the department, said that appellant was on duty on 6.5.14. His duties were to examine mail, pass, and express engines, and other engines, and see that they were in proper order for the road. Just as the driver of engine 830 P was leaving the shed, he noticed that the leading engine box keeps were without pads, and serious delay resulted.

Fred Walker, driver, said he examined engine 830 on 6.5.14. Went all round the outside first, and found the leading boxes very dry, and when I was underneath the engine I saw there were no pads in the keeps. I am allowed 45 min. to prepare and examine the engine. It takes ¼ hour to examine and oil the engine. I found the defect 3 or 4 min. after I got under my engine. Any minor defects are put in the book; if serious, they are reported to the shed chieftain. It is often the case that P class engines go out without pads. If the oil is running properly, an engine can run without a pad.

Alex. Root, assistant chieftain, said Walker came to me and made a report that no pads were in engine 830 P. Walker did not book up any repairs or want of pads till after he left the pits to join his train. The incoming driver did not book up these pads, either. The engine came in the day before.

Jas. R. Douglas, leading fitter, said examining fitters had special instructions to examine mail and express engines, and then do whatever possible to examine other engines. I could not say that I specifically told Rogers of the order to give preference to mail and express engines. 150 to 180 engines per day pass in and out of the shed, and it takes 15 min. to examine an engine. The mail and express engines are not put in special places, but are scattered about the shed. There were 12 or 14 mail and express engines on that night, and Rogers evidently examined 12 and might have missed this one. The incoming driver did not book up the pads for 830. Engines run out sometimes without pads, but should not do so. An examining fitter should take 15 min. to examine each engine, and it is impossible for him to thoroughly examine the engines that pass through his hands in the day.

Appellant, Herbert J. Rogers, examining fitter, said: I sign on at 7.30 till 5 p.m., with 40 min. for a meal, and during that time I am responsible for all engines that pass out. If an engine has been derailed or in collision I have to go and test the wheels and examine it. I never received any instructions to give preference to mail and express engines. I always try and see to P class over others, because I know that they are long distance engines, otherwise I treat all engines alike. I did not see the engine in question till it was on the outside of the shed going out. It was impossible for me to see the pads rostered up for a train, and it does not come from the turntable till after I leave off duty. Yet by the roster I am responsible for the condition of that engine. I try and do the best I can with the number of engines I have passing through my hands.

Decision: Appeal upheld.

ANTHONY HORDERNS' SALE FINISHES WEDNESDAY AUG. 19

This remarkable shopping event presents unparalleled opportunities for everyone to save no end of money in the purchase of all sorts of commodities that have been substantially reduced in price.

Goods that are fresh, new and serviceable have been rigorously slaughtered, constituting Genuine Bargains calculated to provide many comforts, much household happiness and add to the renown of

ANTHONY HORDERNS' FAMOUS SALE PRICES

Be wise! Pop your orders in the post and reap the full benefit of the wonderful savings that will materially add to the purchasing power of the Sovereign.

LAST DAY—WEDNESDAY, AUG. 19

ANTHONY HORDERN & SONS, LTD.,
ONLY UNIVERSAL PROVIDERS
NEW PALACE EMPORIUM
BRICKFIELD HILL, SYDNEY

THE PROBLEM WORLD WIDE.

Continued from page 7).

could be imagined for the purpose, but may still mark a real advance over the practice of custom or replaced. The curse of every known "free hand" system of hiring and promoting employees on a large scale has always been the temptation to give weight to other factors than the good of the service. The only practicable escape from this evil, whether in public or private employment, has been in the direction of some more or less automatic system, with the range of personal choice on the part of appointing officers cut down to definite limits.

Theoretically, the trained disinterested manager, knowing his men and knowing the work they must do, should be the ideal instrument for building up an ideal force of working men. In the smaller, relatively compact and keenly competitive industries, he often is just that. If the same results could be relied upon in the handling of large masses of men, one-man power would remain the best selective method, but the strength of the small enterprise is apt to become the weakness of the large. So many new problems and obligations crowd into the large situation that the managing head is forced to delegate authority, without, however, the power of subdividing himself, his own personality, sense of responsibility and singleness of purpose.

The case of industry is much like that in government affairs. The "benevolent despot" may give us efficiency, economy and justice on a plane and not often reached under the democracy, but we have no way of knowing how long the "benevolent" streak will persist. The next in line may omit it entirely. Therefore we take our chances with a lower but steeper average of efficiency and equity under popular rule, and promptly find that even here the "free hand" of our own elected officials is quite as likely to build up a personal machine as an efficient public service.

COMPETITIVE EXAMS.

After Government appointments had gone by way of politics, graft and favoritism to the limit of endurance, we resorted to the competitive civil service system, and why? Certainly not because any mechanical scheme of examinations can be trusted to pick the most competent candidate, best fitted by natural ability and general "horse sense" for the work to be done. It did sift out the impossibilities and guarantee a certain average capacity, and was therefore an improvement on the previous regime of corruption and rank incompetence. Nobody day questions the wisdom of the new system; the only arguments now in on ways and means of extending it to practically all the remaining unclassified list.

Railroad employment has come to have certain points of likeness to civil service. In fact, the nearer we get to a type of industry operating under fixed rules, hemmed in by