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The Co-operator



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Circulating amongst the Unionists and Labor Supporters of New South Wales, Victoria, Queensland South Australia, West Australia and Tasmania.

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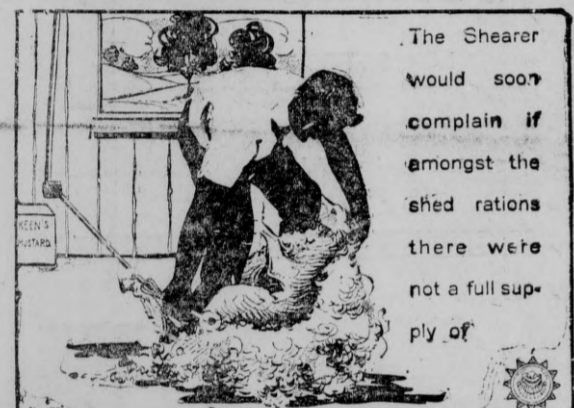
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SYDNEY.

LETTER RECEIVED BY R. B. ORCHARD, LTD., FROM A NEWTOWN DESTITUTE.
Newtown Depot, December 31st, 1914.
Messrs. R. B. Orchard, Ltd.,
Railway Square, Sydney.
Gentlemen,—I feel I must bring under your notice the service I have received from one of your "Perway" Lever Watches.
I purchased same from you on the 5th May, 1906, and it was going continuously for over 7 years, not varying as much as 2 minutes in the month.
You cleaned this watch about 12 months ago at a cost of 4/6. It never stopped, but I thought it advisable.
At the present time it is 3 minutes fast, and has not been altered for the last 13 weeks.
I have never seen a better timekeeper on the road, and I have been in the service many years, and driving for 12 years.
You have my permission to use this letter in any manner you think fit.
(Signed) WM. SPEED.
THERE IS ANOTHER SUCH A ONE FOR ME.

BUCHANAN'S BLACK AND WHITE WHISKY



The Shearer would soon complain if amongst the shed rations there were not a full supply of

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at cut prices for cash, or on the following easy terms (no extra for terms)—15 worth, 2/6 weekly; £10 worth, 3/6 weekly; £15 worth, 5/6 weekly; £20 worth, 7/6 weekly; double brass-mounted bedsteads, complete, from £42/7/6; single bedsteads, £27; wardrobes, bevelled mirrors, 1 draw £12/15/6; oak bedroom suites, large bevelled mirrors, 12 wardrobe and dressing table, marble top washstand, from £12/10/6; oak sideboards, 4ft. 6in. 4ft. 6in. £17/10/6; 5ft. 10/10/6; stained walnut sideboards, large bevelled mirrors, 15 upwards; oak dining-room suites, £15, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50; in tapestry and plush, £5/10/6; oak or walnut armchairs, from 29/6; oilcloths, linoleums, carpets, rugs, mats, curtains and drapings. Bedclothes stocked in great variety.
Kitchen dressers 20/-, safes 12/6, tables 3/6, dinner ware, tea ware, cutlery and all kitchen utensils stocked. Re-polishing repairs, etc., done at moderate prices.

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SOME BETTERMENT GAINED.

NO. 2 BOARD APPEAL.

JUDGMENT BY JUDGE EDMUNDS

On Friday last Mr. Justice Edmunds delivered judgment in the case of the application by the Amalgamated Railway and Tramway Service Association for a variation and amendment of the No. 2 Board awards (Railways Group). The text of the judgment is as follows:—
The grounds of appeal as amended are:—

(a) That the rates of pay fixed for the ordinary hours of labour and overtime of shed chargemen and assistant shed chargemen are too low, and that the Board was wrong in fixing 104 hours, divided into 13 shifts instead of 98 hours divided into 12 shifts, as the hours of labour for the fortnightly period.

(b) That the rates fixed for foremen's clerks are too low. That the Board was wrong in fixing the rate for overtime at time and a quarter, instead of time and a half, which has always been the rate for foremen's clerks' overtime.

(c) That the rates fixed for time worked on Christmas Day, Sundays, and Good Friday should be time and a half instead of time and a quarter.

(d) That as regards laborers (other than those specified), outdoor laborers, loco, workshop gangers, tool collectors, fuelmen, fire-lighters, sand-burners, laborers employed lifting engines or boilers, brick arch builders, brick arch builders' assistants, condemned wagon laborers, employed in breaking up or stacking, belt repairers, spark arrester makers, air brake attendants, potash tank attendants, tube attendants, tube annealers, brass bearing liners, tin-smiths, metal polishers, wheel tappers and studiers, electric tapper laborers, tarpaulin repairers, outdoor laborers employed in the Comptroller of Stores branch, tool storemen, head storemen, gas workers, gas cylinder fillers, and car lighters, the rates fixed are too low. Furthermore, even if the rates fixed are adequate for Sydney and the metropolis, which is not admitted, they are inadequate for outback and inaccessible portions of the State.

(e) That the Board acted upon wrong principles in fixing differential rates for Sunday work and overtime for the men covered by the said award.

(f) That as regards fuelmen, the Board was wrong in not making provision safeguarding to them a 6d. per shift extra which they now receive for working night shift.

(g) That the Board was wrong in not providing that an employee ordered to act or relieve, or act for another in a higher grade, should, while so employed, be paid the minimum rate of pay applicable to the grade in which he is relieving, provided that such rate should not be less than the rate the said employee is already receiving.

(h) Generally, that the Board acted upon wrong principles, and did not pay due regard to the evidence and the weight of evidence, and misrepresented the cost of living judgment of this Honorable Court.

(i) That the Board was wrong in providing (in paragraph 3 of section 17 of the award), that more than half the time between 8 p.m. and 5 a.m. should be worked in order that a shift worked between the said hours should, for the purposes of the said section, be deemed a night shift, and that the words "half or" should have been inserted after the word "where" in the first line of the third paragraph of section 17.

(j) That the said Board was wrong in fixing the rates for overtime of examiners at time and a quarter instead of time and a half. It will be seen that the chief subject matter of the appeal involved a claim for increase of rates of pay. This Court has decided that, by reason of the effect of the war, in the Public Service such increases cannot at the present time be allowed. Consequently the claims for increase rates or claims involving an increased expenditure upon the Service must remain in abeyance unless there is some special good reason to the contrary, until the injurious effect of the war upon this branch of the Public Service has passed away. This consideration disposed of the appeal, but there are some minor matters as to which an alteration of the award was arranged by the parties at the hearing of the appeal, and one matter of more importance in which I think it is just that alteration should be made.

(k) The parties agreed that the overtime rate for foremen's clerks should be time and a half instead of time and a quarter as in the award. Clause 12 of the award will, therefore, be altered accordingly.

(l) It was admitted at the hearing that the rule embodied in this ground of appeal, i.e., that employees relieving in a higher grade should receive higher pay, prevails in the Service in respect of the workers coming under this award. It might, therefore, appear unnecessary to assert the principle in the award, but as it has been expressly stated in similar circumstances in the awards relating to other branches, I see no objection to the express mention of it in this award. It will, therefore, be added as a clause following clause 19.

(m) The Chief Commissioner for Railways has no objection to this alteration. Accordingly, the third paragraph of clause 17 will be altered by inserting the words "half or" after the word "where," the first word of that paragraph.

(n) The matter of greater importance in which, in my opinion, an alteration should be made, is the claim for the reduction of the working hours per fortnight of shed chargemen and their assistants from 104 hours to 96 hours. The work of

these employees is very strenuous and most important. Their employment is continuous except for the break of every second Sunday. His Honor Judge Hamilton, Chairman of the Board, at the hearing was moved to make a plain and positive suggestion for the improvement of their conditions. He said:

"I confess I do not envy your job. It is no business of mine, but I should like to express my opinion that all these chargemen should be on the salaried staff."

This suggestion was not acted upon, and upon my inquiry why it was not I was informed that though the class had the sympathy of the Chief Commissioner there were practical difficulties in the way of carrying out the suggestions which, up to the present, had not been solved. In some depots certain chargemen had, prior to the award, worked only 12 shifts in the fortnight, but after the award the time of these men was, by order of the 23rd May, 1914, increased so as to be made uniform with the other employees of the class. In my opinion these employees are entitled to the relief of obtaining a working week of six days.

I submit to the representation on behalf of the Chief Commissioner, that at least a month would be required to arrange a scheme of relief by which this reduction of shifts could be effected, and I do not think it advisable to impose the extra cost (about £1500 per annum) which would be necessitated by this change during the current financial year. But I do not think that the fair treatment of these men ought to be any longer delayed. I therefore insert in clause 1, at the commencement, the words "until the expiration of 30th June, 1915," and I add to the clause the provision "after the 30th June, 1915, the ordinary hours of labor of shed chargemen and assistant shed chargemen shall be ninety-six (96) hours per fortnightly period, divided as far as practicable into not more than 12 days or nights of 8 hours each."

(o, e and j).—The claims on appeal asking for increased rates for overtime and for work on Christmas Day, Sundays and Good Friday, come within the general rule as to increases during the war, and, therefore, cannot be allowed.

(p).—I think that, if the whole award had been considered on appeal, I should have probably disallowed the claim to fuelmen to 6d. per shift extra for night work. Their occupation is one in which night work must necessarily be done, and their case is one in which special provision should be made for night work. These workers got, under the award, an increase of 1/- per day, and it seems likely that the Board, in making that increase, took into account the loss of 6d. extra for night work which the award did not continue.

At my request inquiry was made to compare the wages of these workers when paid the extra 6d. (i.e., before the award), and since that has been abolished and the extra 1/- per

day paid (that is, since the award). The figures quoted to me show a substantial increase in pay in the few cases examined, but I still regard it as an open question whether in the longer working of the award, and in respect of all the fuelmen in the Service, the actual pay of the fuelmen will be increased or not. As the Court has refused to consider claims for increases by reason of the war, it should, I think, be equally careful to prevent unwarranted reductions. I therefore reserve to the Union, on behalf of the fuelmen, the right to re-open the question raised by this clause of the appeal in the event of a reduction of the fuelmen's wages being shown to have been caused by the operation of the award.

PASTURING STOCK WITHIN RAILWAY FENCES.

The Queensland Commissioner for Railways, Mr. C. Evans, C.M.G., has decided to allow stock to consume the grass growing within the railway without charge to the stock owners, except for the men's time in opening and closing fences. The Commissioner states that he will not accept any responsibility, and he will expect those who take advantage of the offer to shepherd their stock so as to avoid delays to trains by having to slow them down. It is considered that the arrangement will be a boon to settlers adjacent to the land, where feed is practically exhausted. On some of the lines there is good grass on both sides of the line in the railway enclosure, whereas the settlers are hard pushed for fodder. The width of the line is about 100 feet, and with a section a mile long a settler could feed a large number of stock.

NOTICE TO COLLECTORS.

Notwithstanding the circular sent out to all Branch collectors recently, some are not complying with the Auditor's instructions to return the bits of all ticket books containing the names of members on whose behalf money is being paid into Head Office by prompt compliance. Instructions have been issued that no commission on collections will be paid to collectors until all ticket books for the previous quarter have been returned. A Branch Secretary's salary will not be paid, until the Branch membership book has been returned to Head Office.

INDUSTRIAL DISPUTES.

During 1914 there occurred in the Commonwealth 327 industrial disputes. Of these 235 occurred in New South Wales. The number of workers involved in this State was 56,281, the number of working days lost 727,726, the estimated loss in wages £363,326. Mr. Knibbs does not give any estimate of the profits lost by employers.

1/- Minimum Deposit. **GOVERNMENT SAVINGS BANK OF NEW SOUTH WALES** **£500** Interest Limit.
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A GREAT AMALGAMATION OF ALL SECTIONS OF RAILWAY AND TRAMWAY MEN.
(The Largest Railway and Tramway Organisation in the Southern Hemisphere.)

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

HEAD OFFICE:
Sewar's Building, Central Sydney (opposite Railway Station).
TELEPHONES: H.O., Redfern, 555. NEWSPAPER: "The Co-operator."
Co-op. City 3641.

PRESIDENT: P. D. CAMPBELL (Railway Per. Way).

Vice-Presidents:
J. McDONALD (White Bay Power House), V. G. KAVANAUGH (Ultimo Power House).

Executive Officers:
M. A. O'DONNELL (Rly. Per. Way), G. H. STOKES (Railways Generally), H. O'DELL (Foreman's Clerk).

TREASURER: E. LAWLESS (Booking Clerk), CLAUDE THOMPSON.
Trustees: M. A. O'DONNELL, V. G. KAVANAUGH, G. ARMSTRONG.

COUNCIL.

Tram. Per. Way.
F. KEARNEY, Darling Harbour, A. ARMSTRONG, Redfern, W. SARE, Redfern.

Loco. Mechanical.
W. J. ARMSTRONG, Sydney, J. F. MUNRO, Sydney, F. PINKSTONE, Sydney.

Loco. Running.
GEO. SCHMIDT, Eveleigh, J. SMITH, Eveleigh, H. DAVIS, Hornsby.

Tram Generally.
W. HARTILL, LAW, Leichhardt, E. YATES, Randwick, All Trades, J. KELLY, Electric Light.

Railways Generally.
J. N. HARPOLD, Railway Signals, R. WAREY, General Office, H. GOODMAN, Railway Signals.

Tram Traffic.
J. L. LONG, Tram Signaller, GUS MULDER, Electric Driver, Ultimo, P. P. HEALY, Driver, Rozelle.

Salvaged Officers.
R. LARSEN, Goods Clerk, D. Harbour, G. J. STOKES, Tramway Officer, H. GEORGE TIGHE, Sub-Inspector.

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

BRANCH.	SECRETARY.	ADDRESS.	PLACE OF MEETING.
Albury	J. J. James, Hovell-st., Albury	...	Meetings as summoned.
Armidale	O. McDermott, Rlyway Stn., Armidale	...	Armidale, 1st Sat. month.
Armidale Sidings	C. Jansen, Rlyway Quarries, Armidale
Blackheath	Jas. Rook, Bell-rd., Mt. Victoria	...	Bowen Bldgs., Cent. Sta. 4th Saturday.
Byrock	W. Turnbull, Railway Dept., Byrock	...	Masonic Hall, 1st Wed. Railway Stn., last Tues. Lodge Room, Town Hall, 2nd Saturday.
Culcairn	Thos. Egan, Culcairn	...	As summoned.
Cootamundra	R. Murray, Post Office, Cootamundra	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Cowra	W. Adams, Railway Station, Cowra	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Darling Harbour	Leslie J. Kerr, 9 Shepherd-st., Redfern	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Dubbo	J. Blanning, Macquarie-st., Dubbo	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Eveleigh	A. J. Smith, 9 Lambert-st., Eveleigh	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Erskineville	A. Lane, 34 Rawson-st., Newtown	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Exshaw	J. J. Griffiths, Morte's Bldg., Linsay	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Fusinean	A. J. Lattimer, 85a High-st., City	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Goulburn	G. Warrington, Bradley-st., Goulburn	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Granville	B. Hines, Gennalong-st., Granville	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Guards, Shunters, and Signallers	J. Dickson, "Rangotea," Spencer-st., Summer Hill	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Hamersley	J. Bedford, Railway Stn., Hamersley	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Harden	M. A. O'Donnell, Pitt-st., Morebale	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Harden (2)	R. Larkins, Rly. No. 12 Cot., Harden	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Hornsby	N. Scouler, Albert-st., Hornsby	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Railway Signaller	H. R. Stokes, Albert-st., Granville	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Inverell	J. Forde, Byron Sidings, Inverell	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Junee	W. Nicholls, Hlabo-rd., Junee	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Klamia	W. Walker, 5 Devonshire-st., Klamia	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Lismore	J. Dickson, c/o Railway Per. Way	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Mudgee	M. Waters, Dept. Mudgee	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Murrumbidgee	A. R. Wilson, Rly. Per. Way, Lyndoch	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Maitland	L. H. Miller, Liddell-st., Murrumbidgee	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Mores	H. Hopkins, 25 Cross-st., W. Maitland	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Narrandera	A. S. Tickle, Rly. Stn., Mores	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Nyngan	G. E. Power, Crowder-st., Nyngan	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Newcastle	A. McMillan, c/o D. McMahon's Carriers Arms Hotel, Nymagee-st., Nyngan	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Newcastle P. Way	T. Godfrey, Anderson-st., Islington	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Orange	Peter Feenan, 22 Pern-st., Islington	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Parsons Office Staff	Walter Miller, Goodbar-st., W. Narrabri	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Pelton	A. McKinney, William-st., E. Orange	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Penrith	T. E. Sparrow, 71 Kellick-st., Wilton	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Parkes	W. R. Bailey, High-st., Penrith	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Queanbeyan	W. Wallace, Rlyway Per. Off., Parkes	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Redfern	J. E. Monk, P.O., Royalla, via Queanbeyan	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Randwick	G. Armstrong, 30 Septimus-st., E. Randwick	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Sydney	A. E. Vere, c/o Foreman Saunders, Randwick	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Singleton	L. London, Marian-st., Parramatta	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Stores	T. Eather, Mary-st., Singleton	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Temora	J. R. Warby, No. 15 Store, Railway Workshops, Eveleigh	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Tramway Traffic	H. Fisher, Gann-st., Linsay	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Tram Officers	A. Wallace, 152 Wigram-rd., Forest Lodge	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Tram Signallers	W. Harding, cr. Terrace Rd. and Riv. Parade, Dulwich Hill	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Tamworth	J. Long, Lamrock-avenue, Bondi	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Tram Traffic, Ultimo	B. Fallon, Pittroy-st., Tamworth	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Tenterfield	G. Muller, 112 Trafalgar-st., Armidale	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Trangie	R. F. Fisher, Railway Stn., Trangie	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Ultimo Power House	W. E. Warman, Railway Stn., Trangie	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Leichhardt	W. Kavanagh, 51 Fowler-st., Camberwell	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Wollongong	W. Hartill-Law, "Edgim," Balfour-st., Belconnen Hill	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Wingello	M. Hogarty, Young-st., Wollongong	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Wingello	C. C. Chapman, Howarth-st., Woyane	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Werris Creek	B. Fogarty, Railway Stn., Dubbo	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Waterfall	D. M. Edwards, Henry-st., Werris Creek	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Taree	George Harwin, Post Office, Waterfall	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Randwick No. 2	A. D. Worrell, Cornwall-st., Taree	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Eveleigh Car and Waggon	Yates, "Camelia," Vernon Street, Strathfield	...	Head Office, 1st Saturday, Railway Stn., 2nd Wednesday, 7.30 p.m.
Electric Light	Thos. Burns, "Cumberland-road," Alburn	...	Head Office, 2nd Wed. Meetings as summoned.
East Greta	J. Kelly, 114 Rochford-st., Brimleyville	...	Head Office, 2nd Wed. Meetings as summoned.
	H. S. Cairns, East Greta	...	Head Office, 2nd Wed. Meetings as summoned.

NOTICE.
The General Secretary is available for interview during the following hours and at no other times:
MONDAYS TO FRIDAYS—
9 a.m. to 10 a.m., and 4 p.m. to 5 p.m.
SATURDAYS—
10 a.m. to 1 p.m.

BRANCH MEETINGS.

BYROCK.
The usual monthly meeting of the Byrock branch was held on the 6th inst. There was a good attendance of members, and the President (Mr. R. A. Hocking) occupied the chair. Correspondence included a letter from H.O. re a refund of 4/ to Mr. Carmichael, feller, at Tarcoon. The secretary explained that he had had an interview with the General Secretary, and that the matter had been put before the Executive, and the refund was forthcoming. Letter from H.O., re 1915 medals, the General Secretary stating that after the expiration of this quarter he cannot guarantee a fresh supply of medals. The secretary said that he had a limited supply only, and members who desired to obtain one must communicate with him at once. The secretary then spoke at some length on the recent Conference.

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Wines and Spirits true to label.
CHARLIE BRANCH,
late of Petersham Inn, Manager.

Much argument arose amongst the members when he stated that many resolutions from country branches, including those from Byrock branch, had been passed on to the Executive to deal with, and the delegates were not given a chance to put their resolutions before the Conference. The Chairman said that it was a shame that after sending a delegate hundreds of miles to attend the Conference, and to speak on matters which affected the men out back, the delegate should not be given a chance to speak. He said it was the same way every year. For the past four years the delegates had returned and said they were not given a chance to put their resolutions plainly before the Conference. The secretary stated that the metropolitan delegates received most careful attention, but the country delegates were mostly sat upon when rising to speak. A resolution was passed that the secretary insert a letter in the "Co-operator" inviting other country branches to correspond with Byrock branch with a view to getting fair play for country delegates at the next Conference. That delegates be given a fair chance to put their resolutions before the Conference, and that their resolutions are not to be passed on to the Executive to deal with. The "Co-operator" came in for some debate. Many members complained that they were not receiving their paper, and other members (including the secretary) stated that they received as many as two or three papers weekly. The secretary was instructed to write to the General Secretary and ask him to take the matter up with the "Co-operator" Company, and have papers sent regularly to those members not receiving them, and to have the practice of sending two or more papers to the one member stopped.

GRANVILLE.

The quarterly meeting of the Granville branch was held in the Town Hall on Thursday, 11th inst. Mr. S. King (President) occupied the chair. The correspondence included letters from the secretary, Bathurst branch, re the transfer of Mr. J. H. Stone to Granville; from Mr. J. P. Lang, M.L.A., promising his support in favor of industrial unionism as against craft unionism; from General Secretary, with further reference to complaints of permanent way men, the transfer of W. H. Spicer and J. Whitehead from Granville to Penrith and Hornsby branches, respectively, and the transfer of J. H. Stone from Bathurst to Granville. The transfers as arranged by H.O. were granted. Mr. Cuthbert Brown was admitted as a member of the Association. Accounts totalling £2 2s 1d were passed for payment. The delegate to the annual conference, Mr. B. Hines, submitted his report, which was received.

NEWCASTLE No. 10.

The usual fortnightly sub-branch meeting (Traffic) was held at Islington on Sunday, 14th inst., and Mr. B. A. Frewin presided over a fair attendance. The chairman spoke of the apathy of members, shown by their not attending meetings and ventilating their grievances, and said he hoped to see a larger attendance at the next meeting. Correspondence was read as follows:—
From Mrs. M. A. Stewart, S.M., Belford, complaining that she had not received the "Co-operator" for some considerable time.
From the Chief Commissioner, acknowledging receipt of letter with reference to the installation of the electric light in the Newcastle yard, advising that this matter was having attention.
From the Head Office, advising that the case of Signalman Leitch would be gone into carefully with the Department, as requested.
From the Head Office, with reference to special passes for delegates, stating that the matter would be placed before the Council, and subsequently before the Chief Commissioner.

TRAM SIGNALS.

The March meetings were well attended by the same old members. Month after month a certain number turn up regularly and watch the interests of their fellow-workers. The others remain snugly by their firesides and enjoy the benefits they have not worked for. Surely one night in a month, or even one in three months, would not encroach too severely upon their home life. Members should give their officers some encouragement by showing a little lively interest in their branch. The chair was taken by Vice-president Harris. There being no general correspondence, the Chairman called on the delegate to the A.G.M. to read his report. The same was received, and the delegate thanked for his services. The information given to the meeting re the Benefit Company was regarded as highly satisfactory. The initial success of the venture is marvellous, and the fact that the Company was already on a sound basis should prove a strong card to those not already enrolled in the ranks. The Chairman spoke at length on the immense boon it would be to those members of the Service who are eligible to join. He, unfortunately, was unable to partake of the advantage, but he would strongly impress on all grades of the service to enter at once. He eulogised the promoters of the scheme, and said they deserved well of the whole service, especially the Secretary, Mr. Gus Mulder, who has already expended an immense deal of time and work without one penny of compensation. His reward would come when the Company reached the high altitude confidently expected. A vote of thanks to Mr. Harris for his spirited address closed the meeting.

TRAMWAY OFFICERS.

The March meeting of Tramway Officers Branch was held on Wednesday, the 10th inst., the President occupying the chair. Mr. G. Tighe, President of the Branch, and delegate to the Annual Conference, in a lengthy report, detailed what had taken place at the Conference, and his report met with the approbation of members. It was also decided that the lack of accommodation for ticket examiners in the Eastern District be brought under the notice of the General Secretary of the Association, with the object of bringing it before the Tramway Superintendent. **EVELEIGH.** The Eveleigh branch held its usual monthly meeting at the Head Office on Wednesday, the 10th inst. Mr. R. Waters (President) occupied the chair. The secretary stated that Mr. Fleide's notice of motion, "That the fuelmen amalgamated with the Eveleigh branch," lapsed. It was decided that in future all nominations for positions on the Council shall go through the branch. A vote of sympathy was passed to Mr. G. Berg, late of the branch, for the wrong done to him by the Executive in stating that he was not a financial member at the time he nominated Mr. R. Estell, he being at that time a financial member. A motion was carried that Mr. J. O'Sullivan be no longer a member of the branch, as he divulged the business of a meeting held on Wednesday, December 9th last. It was resolved that Messrs. C. F. Novells and H. M. Jarvas's case be inquired into, with the object of securing for them the same rate of pay as fitters's assistants. Mr. H. Davis reported on the Annual Conference at some length, and a vote of thanks was awarded him. The secretary read the annual report of the Eveleigh branch. **A SECRETARIAL NOTE.** If the members of the branch would attend the meetings and talk less, more good would be done. If they think that the branch is run by a clique, as they term it, why do not they attend the meetings and see how the so-called clique works? If they do not attend the meetings they cannot know what is going on. Some have one complaint and some have another. Notices are posted up and inserted in the "Co-operator," and

surely members must see one or the other. If any of the members do not quite understand what unionism is, it can be explained to them at the meetings. We desire to help others that cannot help themselves, and this is the time we should stand firm by our branch and keep it up amongst the other big branches.

The matter of signing on and off and also of a walking allowance to shunters, was again before the meeting, and it was resolved that the General Secretary be asked to interview the Superintendent of Lines, asking him to appoint one of his officials at Pt. Waratah to walk, accompanied by a shunter, from the various points of relief to prove how long it takes to walk to and from these points, and to state that whatever time is occupied in the process the shunters are prepared to accept as right, but not otherwise, as they claim that it cannot be done in the time allowed at present. (Here's a good chance for some of our "nobs" to show their athletic performances. We can imagine "Skull," "Jam," "Johnno," etc., and "Dirka" doing this preliminary go.—Secretary.)

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It was decided that a certain advice ticket given to an employee be sent to the General Secretary, to be placed before the Investigation Office in order that action might be taken under the Traffic Wages Board Award, and to point out that the man named was called out on the day he was booked-off, and was, therefore, entitled to overtime rates.

It was also decided to ask the General Secretary what is being done in regard to Leading-shunter Frewin's case, which has been before the Department of Labour for some time. The Secretary was likewise instructed to ask the General Secretary about the rostering of shunters to twelve hours at Port Waratah. The Secretary explained that he had written to the Department of Labour, also to Mr. J. Estell, M.L.A., and received no reply from the latter, and no satisfaction from the former, so that the General Secretary was to be asked to take the matter in hand and see the Investigation Officer.

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Fourteen new members were admitted, making a total of 28 new members for the month. All these new members are from other unions, and not other branches of the Association. It was resolved that the Commissioner be asked to provide sanitary accommodation at No. 4 nest box at Port Waratah, as under present conditions the men have to walk a quarter of a mile, also that a request be made for the filling-in of the lagoon. The Secretary was instructed to write to the General Secretary asking him to interview the Industrial Registrar and procure his finding with regard to guards travelling home as passengers, in order to discover whether they are on duty or not, as the Rule Book says that a guard is on duty once he is within the railway fence, or words to that effect.

Another question to be asked the General Secretary is: If it takes a leading shunter eight years to work up to a maximum scale of pay, what position is a shunter in who has had eighteen years' service? Should he not be entitled to the maximum rate of pay? Resolved to ask the General Secretary to interview the Superintendent of Lines with reference to a previous minute issued by him to the effect that guards were not to be utilised for further duty on completion of their shift or trip after eight hours, and that eight hours was to constitute a day's work, and to have the same placed in the Guards' Order Book at Newcastle, for the benefit of all concerned. This matter appeared in a railway paper some time ago, and the men say that the local officers (in Newcastle) know all about it, and will not let it be seen. The General Secretary is to be asked to take the necessary steps to fight the application for the variation of Traffic Award for porters and gatekeepers. This matter was held up on account of Mr. Hodgson's holidays, and later on account of the war. The members thought that as No. 2 variation has had a hearing it is only fair that the juniors and gatekeepers' application should have a hearing, and at any rate it will be a preliminary to clearing the way for claims for the next Traffic Award.

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From Mr. J. W. Hutchinson, now at St. Peters, in reference to his contributions. From the "Co-operator," with reference to the sub-editing of branch reports sent down by the branch. The members contended that all items should be published, always assuming, of course, that no libel is in sight, as sent down, as they know best what is of most interest to members. From a member, complaining that a number of his good conduct holidays were taken from him on account of sickness. This case came as news to those present, and they wish to know on whose authority the holidays were taken off on account of sickness, and the cause of the sickness, and whether it was contracted in the employment of the Chief Commissioner (surely the Chief Commissioner himself would not tolerate such treatment for one moment.—Secretary.)

From Mr. C. Hamer, guard, enclosing contributions. From Mr. Ed. Williams, asking what day he should come to Newcastle for the smoke social, and wishing to be remembered to all members of No. 10 branch. From District Superintendent Ford, with reference to goods guards relieving in coal traffic, coal guards working suburban trains on Sunday, and the working of "nests" at Port Waratah not being conducted satisfactorily. It was resolved that these matters be referred to the Chief Commissioner, and to ask that coal guards, if going to Newcastle on Sunday, be sent over in proper seniority order. The Secretary was instructed to give a full explanation concerning these matters, with a view to having them amicably adjusted. The Secretary's actions concerning the case of call-boy George Turner was endorsed.

It was resolved to ask the General Secretary to take up with the Chief Commissioner and the Government the matter of short time worked, and to point out that Walsh Island and the loco. mechanical staff at H.S.P. are now on 44 hours per week, and to ask that the Per Way at H.S.P. and other places be served the same. (Per Way has been doing shorter time than the others, and

still the Department has had to put on a night shift, the iron trades at H.S.P. had been working short time until the last period, and it was quite suddenly discovered that the Department is short of crossings, and has had to put some of the men on full time, and start a night shift, which later means overtime. There is something wrong somewhere with all this overtime, and it is freely spoken of that our Labour Government is to blame, and that the war is a darned good excuse to wriggle out of complications.—Secretary.)

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ROSEHILL, SATURDAY
Albert Maher
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 WILL BE LAYING
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1915.
Victoria Park, Sat., March 20
Rosebery, Wed., Mar. 24

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 The well-known Rheumatism cure, "Sodium," is going to the front, having been accepted by the Medical Forces. This undoubtedly is another proof of the efficacy of the "Sodium" cure.

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 No matter how long you have been suffering from weakness, you can be cured by the use of the "Vitality Pills" which have been known to give remarkable results after a few doses. Write to 155 Market Street, Sydney, explain your case, and you will receive expert advice free.

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 Spectacles made to correct all defects

BAKER'S STADIUM, Personal Direction Mr. R. L. BAKER.
HENRI DEMLEN (BELGIUM) V. FRANK LOUGHREY (AMERICA)
 Two six-round preliminaries, commencing at 7.45 p.m. sharp.
 Prices: 10s. reserved; 5s. 3s. 2s. Every Thursday afternoon Great Boxing Matinee.

OLYMPIA, NEWTOWN. Personal Direction: MR. L. BAKER.
FRIDAY, MARCH 19th, at 8 O'CLOCK.
 15 ROUNDS—HEAVYWEIGHTS 18 ROUNDS—LIGHTWEIGHTS
Frank Neil v. Jack Humphries Fred Brett v. Geo. Newbury
 Two six-rounds—Fly, Bantam, Feather and Young Roll v. Theo. Green.
 Prices: 10s., 5s., 3s., 2s., and 1s.
 NEXT SATURDAY—OLYMPIA PLEASANT SATURDAY EVENINGS.

MEN, CONSULT MAX GOTCH,
 THE RECOGNISED LEADING SPECIALIST IN PRIVATE DISEASES OF MEN.
 VITAL WEAKNESS CURED.
 LOSS OF POWER permanently restored by his Wonderful Vitality Tonic Treatment, 25 days' course, 10/6. Liver, Kidney, and all Urinary troubles, 1/6. Sciatica, Rheumatism, and Gout, 2/6. Chronic Constipation, Bilelessness, and Piles, 1/6. Sure Cure for the Smoking Habit, 2/6. Rupture Treatment, 20 Days, 2/6. Bowdler for Alcoholism, 1/6. Catarrh, Asthma, and Croup, 2/6. Nerve, Blood, or Skin Diseases, 2/6. Special Treatments and all Surgical Appliances, Thousands of Testimonials, quick and certain cures. Remedies sold under plain cover. Consultation Free, strictly confidential, personally or by letter. Write or call for free book; valuable information. **MAX GOTCH,** 241 George Street, 3 Doors from Liverpool Street, Sydney. Phone, City 4965. Hours, 9 a.m. to 6.30 p.m.; Saturday, 9 a.m. to 1 p.m. only; Friday, 9 a.m. to 10 p.m. After hours, phone, Waverley 261.



THE TURF.

Wyong Park races on Tuesday next.
 * * * * *
 Lucap appears to be well handicapped in the Victoria Park £1000 trotting event.

Winners at Kembla Grange on Tuesday were: Spring Gid, Portrait, Pedestrian, Entertainer, Busra, and Lady Denman.

At the Tuggerah Lakes pony races on Monday, Easterlie won a double.
 * * * * *
 Clarence showed some of his old dash at Rosebery on Saturday.

Victoria Park and Rosehill clash on Saturday.

Musket King accounted for the St. Patrick's Handicap at Brisbane on Saturday.

Traquette, a Doncaster Handicap fancy, won the South Yarra Handicap with 1st. up on Saturday.

Winners at the Mudgee Pony Races on Saturday were Silver Flower, Snip, Rattles and High Seal. Silver Flower won a double.

The St. Kilda Cup on Saturday was won by Wallachia, by Wallace. Meritus was second, and Wishing Cap third.

Marvel Rock, Belle Huon, St. Patrick, Countess Huon, Van Rock, Wilfred Denver and Miss Toledo were winners at the Bathurst trotting meeting on Saturday.

W. Evans, after an absence of about seven years, made his reappearance as a pony pilot at Rosebery on Saturday, when he steered his first mount, Clysone, into third place in the 14.2 handicap.

Betting in the Leger at pony meetings in Sydney is often much better than in the Paddock, that is, so far as prices go. At Rosebery on Saturday 6 to 1 was absolutely the best on offer in the paddock about Perslanite, but in the Leger there was any amount of 10 and 12 to 1.

The Hex colt Geogoola, who some five months ago could not run more than five furlongs out, was only beaten a neck in the Rosebery Handicap (1 mile) on Saturday.

ROSEHILL.

CUP WON BY TOFUA.

WINNERS, S.P., RIDERS.
 5 to 4 "on" Jack Rice (Collett).
 3 to 1 "on" Hopfield (Harris).
 8 to 1 "on" Ruinald (Higgins).
 10 to 1 "on" Coalacre (Maher).
 12 to 1 "on" Tofua (Callinan).
 12 to 1 "on" Kirribilli (Barnett).

Backers commenced well at Rosehill on Saturday, when Jack Rice, an odds "on" favorite, scored in the opening event, the Hurdle Race. The winner led over the first jump from Flute Player and Sylvamor, and in that order they ran to the turn, where N.C. fell. Jack Rice and Flute Player led past the stand, but at the mile Jack Rice gained at the jump, and led past the seven furlongs by a length from Flute Player, with Rentle next, nearly ten lengths further off. Jack Rice went right away

ASCOT.

WINNERS, S.P., RIDERS, Post Positions.

xOsfield, 12 to 1 (Suttle), 13.
 xIaloch, 12 to 1 (Coles), 5.
 Iona, 2 to 1 (Watterson), 3.
 Little Ruth, 19 to 1 (Suttle), 8.
 Resolved, 12 to 1 (Thomas), 7.
 Tandy, 8 to 1 (Suttle).
 Gladly, 8 to 1 (Honeybell), 12.
 Tikumbi, 19 to 1 (Smythe), 6.
 Pomeroy, 4 to 1 (Griffiths), 3.
 xDead heat.

Backers commenced badly at Ascot yesterday, as the first event resulted in a dead heat between Osfield and Ialoch, two outsiders.

Daisy Picker took charge soon after the start, and led at the six furlongs from Jindy Mac, Glad Heart (favourite), and Dunalastair. Glad Heart and Daisy Pocker led into the straight from Renoria, The Rose, Sylvanell, Ialoch and Osfield, but at the distance Ialoch and Osfield came through, and a good finish resulted in a dead heat, with Renoria a head further off. Perslanite was fourth, and Glad Heart fifth.

Hauriant led at the turn in the 14.1 Handicap from St. Marie, Speedy, Mez, Iona, and Little Jack, but St. Marie led at the distance. St. Marie looked a "cert" at the half-distance, but Iona finished fast, and won by a length from St. Marie, with Little Jack a good third, Speedy Meg fourth, Hauriant fifth, and Sholom next.

Mountaineer looked good goods in the Encourage Stakes, and at a short price he was heavily backed. The Newhaven gelding was ridden by an apprentice, but the seven pounds allowance claimed was easily lost at

BOXING.

DARCY WINS

AVENGES HIS FORMER DEFEAT AT THE HANDS OF FRITZ HOLLAND.
GETS DECISION AFTER TWENTY INTERESTING BUT UNEVENTFUL ROUNDS.
 (By "Patrian.")

As we anticipated last week, Les Darcy put it all over Fritz Holland during the 20-round slam on Saturday. We do not mean to say that the "highbrow" boxer from U.S.A. did not put up a good fight, because he always does, but what we wish understood is the fact that his ringcraft and skill were of no account against the apparently inexhaustible energy of Darcy, who gave his man no rest, and who punished him severely whenever he slackened off from weariness or the force of a blow. Holland is not slouch, as he amply proved by his contest with Dave

J. Ward won the 66 yards (Bondi) race from S. Byrne in 41 1/2 sec.

The Sydney Amateur Swimming Club's Swannell Cup on Saturday at the Domain Baths resulted in a win for J. Monaghan from S. Beck.

Redfern and Western Suburbs competed for the Perry Cup at the Sydney Sports Ground on Saturday, when Redfern secured the trophy. The winning team had the services of J. S. Burtenshaw and G. A. Alpin, who finished first and second.

North Sydney lead in the cricket competition from Waverley, with Western Suburbs third on the list. Sydney heads the others.

On Saturday Petersham beat Redfern by 48 runs on the first innings.

Adrews took eight wickets for 111 against Redfern.

Sydney beat Balmain by 10 wickets.

Collins (111) was the best scorer for the winners, and the best bowlers were Coffey (three for 34), Grimmer (three for 59) and Toby (three for 14).

Glebe beat Gordon by 75 runs on the first innings' scores.

For the winners, Bardsley scored 115, Berry 50, and Taylor 78, whilst Kelleway hit up 77.

For Gordon, Gee took four wickets for 64, and Shortland five for 100.

Central Cumberland defeated Middle Harbor by 44 runs.

Bull scored 119 and Randall 32. North Sydney and University played a draw.

Chamberlain scored 109 (not out) for North Sydney, while Barbour (103 not out) was University's best batsman.

Western Suburbs beat Waverley by 115 runs.

The Manly Life-saving Club won the 1000 yards surf relay race at Freshwater on Saturday. The prize (valued at £10) was presented by Mr. Arthur Griffith.

George Gray is doing much better than Stevenson in a billiard match of 18,000 up, which is now being played in England.

Fred Lindrum and A. E. Williams will shortly commence a level match in Sydney.

BOXERS AND THEIR DOINGS BY PATRIAN

Smith. He fought a good fight then, but to everyone but a biased or one-eyed critic, was defeated by a hatful more or less, and Darcy's winning margin was just as big.

Skilful as Holland is, he is, judging from his looks, a long way removed from the chicken stage, and consequently he loses steam after the half-way mark. He is always dangerous even then, but he has to "stoke up," as it were, for his effort and it is during the stoking process that Darcy—in whom the fires of youth do not require replenishing—dealt out the punishment. No further testimony to Holland's skill is necessary than to mention the fact that he never got knocked off his feet by Darcy, or his tutor, Smith, and that in spite of his apparent weariness he was able to come a cracker in the 20th round of each engagement. As usual, he got that right across in the first round, and it left its mark on Les, as it did before, but a cut cheek or a busted eye is nothing to the smiling lad from Maitland.

Young Darcy is showing a wisdom beyond his years, not only in the fact that he fights a skilful fight, so far as actual boxing goes, but also in the fact that he recognises that his hands are his main asset. Instead of slugging wildly at the head and busting up his knuckles, Les fights whenever possible for the body. And the way he hits the body does himself no harm, and certainly does his enemy no good. When he does let go at the head, he generally has more than a sporting chance of landing. He evidently intends to stay in the ring a long time, and is certainly going the proper way about doing so.

As a spectacle, the fight was nothing to call for special description. It was too skilfully waged for that; Holland using his feet well, and claiming his opponent's weapons on every possible occasion when in close. The interesting part was the comparison (by those who saw them) between this scrap and the first meeting of the same pair. It was a case of professor and pupil then, with Les taking the lesson—this time it was one professor boxing another. The weights were pretty even; Darcy, 11.3½; Holland 11.3½. When Darcy meets King it will attract a big house, and Les is almost sure to come out a winner. King is likely to give him a go for it, but personally we think that the scrap will be even less spectacular than that with Holland.

BOXING NOTES.

Pat Bradley seems to have had all the fight knocked out of his punching when he got that terrible hammering from Jerry Jerome. Even though he eventually won over the derby giving up, he has never appeared to be the same man since. Who that saw it can ever forget that hurricane act of Jerry's in the sixth, when under a tornado of blows from all quarters Pat sank slowly to the ground, to be saved by the bell. When he shaped for the next round the game fellow was dazed, and his shapely nose was flat on his face, like a pancake, and it has been flat ever since. For all that, he won, but this scribble always reckoned that Pat left both his knees and his stamina in the ring that night. Since his return to hostilities, he has been knocked out by Frank Loughrey, and Billy McNab repeated the dose in the 15th round at Melbourne on Saturday. Billy is some knocker himself.

The licking of Quendrex was held up as a criterion by which to judge Coffey and Miller. This paper wrote its opinion of that performance at the time, and its view of the matter was well borne out by the easy manner in which our own newly-returned Jack Cluck punched seven bells out of the tough "Frenchy" at Newtown Olympia on Monday. This Cluck boy is going to cause a heap of trouble in the lightweight ranks.

Jeff Smith wants Harold Hardwick, but he wants him hollid down to middleweight, and advances the

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TRAIN SERVICES.
 Only last week we were told that it took five days for a truckload of goods to go from Dubbo to Blackheath, a distance of 219 miles. The same firm that reports this remarkable feat of railway management gives particulars of another instance in which a truckload of goods was on the road a whole week, the distance to be covered being only 115 miles. A similar wait comes from Maitland, where, owing to the shortage of trucks, the produce trade of the district is held up, and local merchants and farmers are put to inconvenience and serious loss. From Parramatta the same cry comes on the morning breeze. The complainant says:—"There is no denying the fact that railway authorities cannot keep pace with the times, either in goods or passenger traffic. Their methods are entirely out of date and most unsatisfactory. Our State is blessed by Nature with abundant wealth, but instead of rendering every assistance to the people to develop its resources the Railway Department is the one clog on the wheel of progress."

RIFLE SHOOTING.

GOULBURN RAILWAY AMBULANCE RIFLE CLUB.

The following were the prize-winners in the monthly shoot held on Saturday, 6th March, conditions 10 shots at 500 yards. The handicaps are in brackets:—
 N. Piggott (13) 50, T. O'venden (15) 50; O. Martin (8) 48, G. Waller (15) 48, C. Morris (ser) 47, P. Bluet (4) 47, A. Abbey (1) 44, P. Funnell (1) 44, E. Denney (ser) 43, C. Hudson (2) 43, W. Coombs (7) 43, G. Sutton (13) 42, J. Cooper (ser) 40, W. Kearns (1) 40, J. Guster (15) 40, W. Hamilton (9) 38, S. Sinclair (10) 38, J. Painter (5) 37.

BATHURST RAILWAY RIFLE CLUB.

A well-attended meeting of the above-mentioned club took place on the 1st instant. Keen enthusiasm was exhibited by those present, which augurs well for the success of the club.
 It was decided to commence the musketry course at once, and liberal prizes have been provided for the most capable competitor. There are six cash prizes for both A and B Grades, and new members are being enrolled in a manner that is highly satisfactory.

It has been decided to confer with the military authorities regarding the trainees monopolising the rifle range on certain dates. Failing a satisfactory settlement, the matter will be brought under the notice of the Minister for Defence.
 The secretary was instructed to make a request to the Minister for a more generous supply of bolt rifles, which are more suitable than the single shot.

The meeting discussed a prospective visit from the Orange and Blayney rifle clubs. Arrangements are now in hand that will later on be completed, and result in much good to the club.

The secretary desires to bring under the notice of members that the present is a very opportune time for becoming a member. During the current quarter and until 20th May, rifles, targets and ammunition are supplied free, and at the conclusion six trophies for the most successful shots.

ROSEHILL RACES.
AUTUMN MEETING.
RAWSON STAKES DAY, SATURDAY, 20th MARCH, 1915.
194 ENTRIES—FIRST RACE, 2.10 P.M.
SPECIAL TRAINS, DIRECT TO RACECOURSE PLATFORM, WILL LEAVE AS UNDER:—

11.20 a.m.—Horses, leaves Horse Dock.	*12.51 p.m., 1st and 2nd Class, leaves Platform No. 19.
*11.55 a.m., 1st and 2nd Class, leaves Platform No. 19.	12.56 p.m., 1st and 2nd Class, leaves Platform No. 18.
*12.5 p.m., 1st and 2nd Class, leaves Platform No. 18.	*1.8 p.m., 1st and 2nd Class, leaves Platform No. 19.
12.17 p.m., 1st and 2nd Class, leaves Platform No. 19.	1.27 p.m., 1st and 2nd Class, leaves Platform No. 19.
12.40 p.m., 1st and 2nd Class, leaves Platform No. 18 (Reserved Compartments on this train).	*Calls at Strathfield.

NOTE:—Combined Railway Tickets for Admission to the Saddling Paddock or St. Leger Reserve can be purchased at the Central Booking Office, Challis House, Martin Place.
GEO. W. S. ROWE, Secretary.

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ARTICLES AND CONTRIBUTIONS. Space will be given for contributions and articles dealing with any 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.

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LOCAL RESPONSIBILITY. Whilst 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.

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THURSDAY, MARCH 18, 1915.

THE DISINTEGRATION OF THE LABOR MINISTRY.

The winds will scarp and ultimately disfigure the most adamant escarpment, and the tides will burrow beneath the cliffs until they topple over, but the most erosive element in progressive history—political, civic or economic—is public opinion. That Labor opinion, which triumphantly placed the Holman Government in power, is its disintegrating element an owl can see. Unredeemed pledges has been the cause of much of this erosion, and the full extent of the gibbing tendencies of the Government are only known to the party itself; hence the sharp divisions that are forming in Caucus, the resignation of Ministers, and the growls of the dissatisfied. But this does not mean that the Labor Party is going backward. This sort of thing will increase the vigilance of the rank and file, sharpen their desire to supplant the defaulters, and be the means of closing their ranks against the political submarines of Liberalism that skim over the political abyss aided by the powerful daily press. These papers tell you they know, when they have only decided which is the best guess, or which is the most specious calumny to whisper or get whispered, and, as Huxley remarked, this misdirected energy beats gunpowder hollow.

We have really no means of gathering the reasons for Mr. Carmichael's resignation, for instance. No sane Laborite will believe it is a matter of precedence only. There are causes which led up to a detonating point, but the question of speaking before Mr. Hall at a school-opening, guzzle was only the point of contact. But men go and come, "and all may die what has by man been done."

Education won't go back because Mr. Carmichael is not "boss" of the Education Department. He is not "the only pebble on the beach." He can pick up a comforter in the person of Mr. Bechy, who packed his bundle because he mistook the smoke from the political kitchen for a burning house. There are good and true men left to carry on the platform the party were elected upon, even if Messrs. Holman, Griffith, and others cut the painter or refuse to give effect to their master's wishes.

We must reflect upon the extraordinary complex question that beset the Labor Ministry on its entry into office. As far as we can judge, national questions arose that affected the political and economic stability of the Empire, and they have been handled in a masterly manner, too masterly for some people, who clothed their disappointment and deep hatred in calumnious insinuations about "graft," which were scotched as is a snake when it lifts its venomous head. State matters had to be pigeon-holed for the time being, but now that the troubled waters are subsiding we want legislative work that has been the burden carried by the Labor Party in every election since it was forced into existence by Concentration and its co-ordinate sweat presses.

There is ample time to make good. If the inclination to trim and get up the Liberal tree is present we shall soon see it when Parliament meets for business. The cave dwellers will have to show their strength sooner or later, and woe to democracy if, like Caesar, it is politically bled to death by a Brutus-like lieutenant.

MR. HALL'S AMBITION.

On Saturday night last, the Attorney General, Mr. Hall, told the Master Bakers, who were present at a meeting to the number of 200, that he intended in the not far distant future to make the manufacture and delivery of bread a state monopoly. Mr. Hall's remarks were to the point. It was his intention, he said, to acquire all the bakers' runs in the metropolitan area and it would be possible by the use of modern machinery and methods, to make bread and sell it at a penny per loaf cheaper than the private bakers could sell it. It was his intention to forestall the inevitable trust; but, unlike the trust, to make bread for use and not for profit. He put the cost of the scheme at £500,000, and explained that it was intended to buy the runs and pay a reasonable value per ton of flour consumed for them. The trust, when it came along, would not do this; it would simply compete against them and drive them out of the trade. In the approved commercial style. The Government was not going to be so heartless as that, it would compensate them for the loss of their business.

The scheme itself is a step in the right direction, but why large sums of money should be paid in the form of compensation, does not seem clear. Mr. Hall said it would cost less to buy private bakers' out, than to kill them by competing against them, but he did not offer any evidence in support of this contention, and that is the point. The good-will of a baker's business in the metropolitan area is for all practical purposes, worth nothing, but we may be certain that claims will be sent in for prodigious sums, under

this heading. If it is true that Mr. Hall can supply bread at a penny per loaf cheaper than the private firms, and he makes such an assertion and applies it unreservedly and says that he can do it no matter at what price the private firms sell their product—then the moment the state loaf is placed upon the market, the private firms will be superfluous and why should the taxpayer be asked to pay for something that is not required? No one will pay four pence for a loaf if it can be purchased for three-pence and if the four-penny man cannot reduce his price he must shut up and turn to wheat growing, or some other occupation. In ordinary commercial life the law of the "survival of the fittest" operates with the full approval of the anti-socialists. They believe in it, they believe in the trust and the combine, both of which justify their fitness to survive by eating up competitors. The state bakery will be a trust in which every citizen will be a shareholder, and it will justify its existence by killing competition and thus render it unnecessary to ask the taxpayer to pay large sums to people as a reward for relinquishing something that is of no value. Socialism by way of compensation is too expensive on the one hand and on the other hand it has no moral basis. The State no more ruins a man when it enters into business competition against him, than does a gigantic firm when it enters in competition with smaller shopkeepers. The large firm does not buy the little one out, why should it when commercial ethics do not demand it? Let the individualists have a dose of their own medicine. It may make good socialists of them.

A MONTH'S PAY FOR EACH YEAR'S SERVICE.

WHO IS ENTITLED TO IT?

Judging by the number of questions asked about this matter, it is a burning one, and it seems strange that, so far as we know, very little has been said about it in the other railway journals or in the daily press. We published a précis of all the information we were able to gather about a month ago, and reviewed the whole matter when the verdict for the plaintiff railway men was announced. Since then a big meeting was held at Redfern and the proceedings were explained by the men's legal representative. We again remind our readers that a point was reserved for the Full Court to decide. It is to this effect: A number of men during Mr. Goodchap's administration, and in whose term the Act came into force, were not AFTERWARDS made permanent. There were not a few who had served even as long as ten years who were still classed as temporary hands, no doubt with a view to preventing them from obtaining the legalised gratuity that permanency carried.

A Government "Gazette" issued a short time after the Act was passed specified the number and name of every employee, but it would appear that no supplementary "Gazette" giving the names of employees who subsequently joined the service and became permanent was ever issued. If you had friends, political or clubby, you would have no difficulty in being made permanent; if you had not, you could stay in the cold shades of casuals until Doomsday.

But there is a blue book issued by Parliamentary authority, and it contains the name and number of every employee in the service of the Commissioner at that time, which, from memory, we set down at 1888.

After this roll comes the "Gazette" issued by the late Commissioner Eddy, giving the names and number of employees that he took over from Mr. Goodchap. Probably in the matter of temporary service was then fixed at six months' probation, because Mr. Eddy saw how unfair it was to the good servant, who on that very point was often ousted from a good job by a permanent man with very much less service, if not ability. Now the point the Full Court had to decide was whether these so-called temporary men are entitled to a

month's pay for every year's service. The rights of the permanent men were not argued. When the news went forth that the employees won, hundreds of railway men were made happy, and, lest it be forgotten, let it be again mentioned there are many poor fellows who were turned adrift without even the one month's gratuity, still alive, infirm, and hard-up, looking wistfully for the windfall that was theirs by the laws of the land, but which was wickedly withheld until the fighting instincts of a few were aroused, and a co-operative move made to provide the funds necessary to bring it before the cold neutrality of an impartial judge. Here the first stage ended.

The cause of so many anxious inquiries at present will be found resting on the fact that when the Full Court decided to hear the case, the appellant employees were not able to go on, and an adjournment had to be obtained. A vital defect was discovered in the briefs, which certainly should have been discovered earlier, when the men would have been saved much time, money and anxiety. As a matter of fact, the nominal plaintiff selected by the men to serve the writ was discovered to be a temporary man. Of course, the plaintiffs would have been non-suited if the case had been gone on with. The basic elements of legal rights would have been challenged, but since it was discovered in good time, it will not injure the pleadings in any way; in fact, the delay has strengthened them. The men have not only secured a permanent plaintiff, but numerous witnesses that have received the gratuity, and a similar number that have not.

Surely the fact that some good fellows have only received a shell each, and that others secured a fat oyster, ought to bring down the scales. In the meantime, we shall gladly welcome any information on this subject, or corrections of written data. We desire to give many anxious people the true history of this movement only. Many are affected by it, and the "Co-operator" holds the opportunity to disseminate information from the centre to every terminal railway point in the State.

THE NORTON-GRIFFITHS CONTRACT.

"CONFESSIONS OF INEPTITUDE AND FAILURE"

Commenting on the North-Griffiths agreement, the Melbourne "Age" says:—"Certain Ministers, it is understood, were always in favor of the scheme, but a majority of the party stoutly refused to sanction any reversion to a principle which it declared to be reactionary and inimical to the public welfare. Circumstances would appear to have undermined the objections of the once dominant majority. At any rate, the objectors are now silent, and the long-debated agreement is ratified. . . . The Company is in a fair way to reap several distinct and independent sorts of profits from the transaction. It will be paid an excellent rate of interest for the various moneys it advances—to itself—to finance the construction of each separate undertaking. It will profit to the exact extent of the difference between the actual cost of the work done and the contract price, and it will also benefit by any economies it may achieve in the business of administration and of providing labor and material. Unfortunately, it is not possible to estimate precisely the pecuniary equivalent of the new burden which the Holman Government's aberration has cast upon the people of New South Wales. All we can say for certain is that it must prove a large and heavy handicap on commerce and industry. . . . It is customary, as we readily admit, with the States to be extravagant and wasteful when engaged in the construction of public works; but even when full allowance is made for blundering and spendthrift State administration of such enterprises, the Australian taxpayer has never yet been mulcted by State management to a degree comparable with the exactions he was forced to suffer when the work was placed in the hands of contractors. It was because of those exactions that the people of Australia vetoed the contract farming system, and gradually compelled their Governments to elimi-

nate the middleman and to carry out all their larger public works as a specific part and parcel of the business of Government. The New South Wales Ministry has wilfully reacted from this sane procedure, and it has plunged back, crab-like, to the contract farming era. In essence, it has adopted the objectionable principle of the land grant system. "Build out" railways for us, and take anything you want." Such is the inspiration of the Cabinet. Its action supplies an implicit confession of ineptitude and failure. It has evidently lost all confidence in its capacity to direct the development of the State. Too tired to carry on the task of financing the country, and too effete to do the work required of it, this supine and lack-lustre Government has feebly called in the help of a group of irresponsible outsiders, and arranged with them to perform the tasks which Ministers are too indolent or incapable of undertaking themselves. And the outsiders have very willingly consented—for a consideration, which the taxpayer, of course, will have to liquidate. It is a mere detail that Ministers are paid by the people to do the work without any external assistance. Mr. Holman and his colleagues are, we understand, still drawing their usual salaries, but they have "farmed out" their heaviest obligations. And that is not the worst of their offending. Not only have they repudiated their duty, and reverted to the practice of a bad past, they have violated the vitally important principle of open tendering. They have let a stupendous public contract to a private firm of middlemen at a price which they have fixed in secret conclave with the other contracting party—competition either non-existent or excluded. The war and the drought combined cannot excuse, nor even palliate, such a flagrant abnegation of the rules and concepts of responsible administration. Australian statesmanship stands shamed by the departure."

"RETURNS"

Last week the Kyarra brought back from Egypt 304 members of the Australian forces. It is stated that of these, 131 have been sent back for disciplinary reasons, and that 173 are on the sick list. Those that are sick will be kept in hospital until they recover, and when medically fit they will be sent away to rejoin the forces. The other chaps are to be discharged. More than half of the "returns" (167) belong to Sydney, or, at any rate, to New South Wales.

ANSWERS.

"Inquirer" asks: In the case of an employee of the Railway Commissioners renting a few acres of land on the railway premises for grazing purposes, does the Department require a deposit of £1? Answer: Yes. The second question by the same inquirer is as follows: Has this arrangement been cancelled and have the deposits previously made been refunded? Answer: No. The regulation is still in operation, and deposits have not been refunded.

THE INITIATIVE AND REFERENDUM.

THE SWISS EXAMPLE. In view of the fact that the question of the initiative and referendum will come up for discussion at the forthcoming P.L.L. Conference, and following up our remarks upon the subject in last week's "Co-operator," it is proposed to explain the working of the system in Switzerland and elsewhere. Dealing with Switzerland, it may first be explained that the "optional referendum" was embodied in the Federal Constitution in 1874, and under its provisions a specified number of electors may demand the submission of any proposed law to a vote of the people.

Many of the States, or "cantons" as they are termed, have, however, adopted the "compulsory referendum," which provides that no law— with certain exceptions—can be passed until the people vote upon it directly. The clause of the Federal Constitution authorising the optional referendum reads as follows: "Federal laws, decrees and resolutions can only be passed by the agreement of the two councils (Federal and State). Federal laws must be submitted to the people, to be accepted or rejected by them, if a demand be made by 30,000 active citizens or by eight cantons. Federal decrees which are not specially urgent are likewise submitted upon demand."

The Confederation shall by law establish the forms and suspensory intervals to be observed in the case of the popular votes." Laws and orders of general application are forwarded after having been passed by the National Council (equivalent to our House of Representatives) to the Council of States (equivalent to our Senate). The house last mentioned publishes them in the official gazette, and sends a certain number of copies to each canton Government for distribution among the local communes. Every citizen is thus given an opportunity to make himself acquainted with the proposed law, which does not come into operation until ninety days have elapsed from the date of the publication. During this time 30,000 electors may demand a referendum. Those who make this demand must sign it personally—by a cross if they cannot write—and the signatures must be attested by the communal authorities of the locality in which the demand is signed. The political parties arrange for the printing of the sheets to be signed, which in some cases are deposited in public places. The 30,000 names are collected within two or three weeks, and for the purpose of effect the number is generally exceeded—sometimes doubled. Before the expiration of the ninety days the signed lists must be forwarded to the Federal Council for examination. Penalties are provided for irregularities, but if the official scrutiny reveals that there are 30,000 or more bona-fide signatures the Council fixes a day for taking their referendum poll throughout the whole country.

A referendum poll cannot take place until four weeks after the proposed law has been published. A separate copy of it is sent to each elector, without explanation or argument. Before polling day each elector receives a voting paper, on which the question for his decision is placed before him in the following simple form:— Do you accept the law of— (date) concerning— (title of law or resolution)? Yes or No. The elector writes his answer "Yes" or "No" in the blank space to the right of the question. When the votes have been recorded a report is drawn up in each electoral district. It contains four columns, showing the number of registered electors, the total number of votes, the number of those who voted "Yes" and the number who voted "No." These reports are forwarded to the Federal Council. Parliament has then to abide by the will of the people. The scheme is simple and effective.

THE INITIATIVE. The right of the people to prepare a new law—termed "The Initiative"—was incorporated in the Swiss Constitution in 1891, but the system was in use in many of the Cantons much earlier. In the case of a Federal law, the demand for the initiative of specific legislation must be signed by 50,000 electors, or about one-eighth of the voting population. The demand must be drawn up and accompany the bill in general terms or a complete bill to be drawn up and accompany the demand. When the request is made in general terms Parliament drafts the bill. When a complete bill is submitted the Parliament has not the right of making any alterations, but may, if it does not approve of the contents or form, present a counter proposal. Every elector must receive copies of the bill and the counter proposal within a certain period before the referendum poll.

Between 1891 and 1910 the Swiss people exercised the popular initiative eight times, and of the eight measures suggested two were carried, five rejected, and one withdrawn in favour of a proposal by the Federal Parliament. The initiative and referendum are of value as instruments in the hands of the people that act as a deterrent against corrupt and incompetent law-making. Fraudulent politicians cannot continue to misrepresent their constituents, because the people themselves not only possess the power to veto any measure that does not meet with their approval, but also the power to make the politicians carry out their wishes. The Swiss experience seems to be that the fact of the people possessing the powers is quite sufficient to make their representatives mind their p's and q's.

AMERICA. The initiative and referendum has been adopted in one form or another in many of the municipalities and States of the American Union, and also in Canada. In most cases the Swiss model is followed, differing, however, in details. As in the Australian Commonwealth, the States have made it obligatory in the case of an amendment of the Constitution. The "optional referendum" is applied to general laws. That is, a certain percentage of the people, if they object to an Act passed by Parliament, have the right to demand that the proposed Act be submitted to a vote of the whole of the electors. If a majority declare in its favour, it stands; if not, it is abandoned. In most of the States there is a proviso excluding from the referendum all bills for appropriations for the current expenses of government, or for the maintenance of existing State institutions. In all cases there is another limitation exempting all emergency laws necessary for public peace or health. Yet it is not open to a self-seeking party in Parliament to declare any act an "emergency." This difficulty was found to be a flaw in the Switzerland Constitution. It is usually provided that measures passed as "emergency" must obtain a two-thirds majority of each branch of the Legislature, and in some States certain classes of laws may not be deemed as "emergencies." The "initiative" is exercised in Switzerland as the "formulated" plan. That is to say, the people who wish Parliament to submit a certain law to the referendum prepare a complete bill, which must be submitted without alteration within a certain time. The procedure differs in the basis upon which the percentage is calculated, the methods of verifying signatures to the petitions, the time and place of filing petitions and the arrangements for giving publicity to the proposed laws. In Oklahoma a measure rejected by the voters of that State may not be referred to them again within three years, except on a petition by 25 per cent. of the voters, which is considered to be almost a practical impossibility.

The example most frequently quoted in America is that of Oregon, which adopted the initiative and referendum on 2nd June, 1902, and has since used them most freely. Prior to that date the Oregon Government was one of the worst in the United States. When a bill is to be referred to a vote of the people, whether initiated by Parliament or a petition from the requisite number of electors, the Secretary of State edits the signed arguments for and against it, prepared by representatives of the opposing parties, and posts them in pamphlet form, with a copy of the bill, to each voter 55 days before the polling. This is found to give ample time for deliberation and discussion. Those who wish to insert arguments in the pamphlet pay the cost of paper and printing (about £10 per page), and the State bears the cost of the rest of the publication and its distribution. When the bill is the result of the initiative arguments in its support are accepted only from duly accredited representatives of the signatories, but anyone who is prepared to pay the cost may insert arguments against it. In June, 1910, when 22 measures were substituted, the State pamphlet was a document of 200 octavo pages. (To be continued.)

power to veto any measure that does not meet with their approval, but also the power to make the politicians carry out their wishes. The Swiss experience seems to be that the fact of the people possessing the powers is quite sufficient to make their representatives mind their p's and q's.

AMERICA. The initiative and referendum has been adopted in one form or another in many of the municipalities and States of the American Union, and also in Canada. In most cases the Swiss model is followed, differing, however, in details. As in the Australian Commonwealth, the States have made it obligatory in the case of an amendment of the Constitution. The "optional referendum" is applied to general laws. That is, a certain percentage of the people, if they object to an Act passed by Parliament, have the right to demand that the proposed Act be submitted to a vote of the whole of the electors. If a majority declare in its favour, it stands; if not, it is abandoned. In most of the States there is a proviso excluding from the referendum all bills for appropriations for the current expenses of government, or for the maintenance of existing State institutions. In all cases there is another limitation exempting all emergency laws necessary for public peace or health. Yet it is not open to a self-seeking party in Parliament to declare any act an "emergency." This difficulty was found to be a flaw in the Switzerland Constitution. It is usually provided that measures passed as "emergency" must obtain a two-thirds majority of each branch of the Legislature, and in some States certain classes of laws may not be deemed as "emergencies." The "initiative" is exercised in Switzerland as the "formulated" plan. That is to say, the people who wish Parliament to submit a certain law to the referendum prepare a complete bill, which must be submitted without alteration within a certain time. The procedure differs in the basis upon which the percentage is calculated, the methods of verifying signatures to the petitions, the time and place of filing petitions and the arrangements for giving publicity to the proposed laws. In Oklahoma a measure rejected by the voters of that State may not be referred to them again within three years, except on a petition by 25 per cent. of the voters, which is considered to be almost a practical impossibility.

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ACCIDENTS. A railway fitter of June, Roy Jones, aged twenty-four years, was killed in the local yards last week. While crossing the yards a shunting engine struck him in the chest, and he died on the way to the hospital. Jones was a single man. Porter George Hanna, stationed at Ema Plains, was, on Thursday last, riding on a truck when it stopped suddenly, and he fell face downwards on the permanent way. Before he had time to free himself, one wheel of the truck, which commenced to move again, went over his right leg and left ankle, causing a compound fracture of the former, and severely bruising the latter. The patient was removed to the Nepean Hospital for treatment.

E. D. CAMPBELL PRESENTATION. A meeting of representatives is being held at Head Office this (Thursday) evening to arrange for the All Grades presentation to President E. D. Campbell. It will be remembered that Conference decided that the matter should be made as fully representative as possible of the organisation, and that the function should take place at a smoke social to be held within three months after conference. It is certain that an influential committee will be appointed to carry the matter to a successful conclusion, and Service men desirous of helping are cordially invited to the meeting.

PERSONAL. Mr. Richards, foreman, O.C. Dept., has resumed duty after an enjoyable time spent amongst the fishes at Woy Woy. "Snipe" Perry struck a double last week, and the same day won a valuable picture in a raffle. Good luck, Perry! The secretary of the Hospital Fund desires to make known that Inspector Cashman of the per-way department, Bathurst, is a certificate issuer. Through an error his name was omitted from the list of certificate issuers in the annual report, but Mr. Cashman's active work for the fund is so well known and appreciated, that the omission will be scarcely noticed. Presents of wristlet watches were made by members of the C.C. staff to Mr. R. T. McGuirk, R. J. Nightingale, H. E. Cosgrove and G. Tallant, members of the expeditionary forces, all from the C.C. Dept. The secretary of the Hospital Fund would be glad to strike a good energetic chap to take up the representation of the Fund at West Maitland, in place of Mr. Stanley Johns, who has resigned. Mr. Roy Martin of the S.M.'s office was nominated to take it on, but Roy had a call to the firing line and has gone to the front. Mr. T. E. Mansell the newly elected vice-president of the Hospital Fund is attached to the electrical branch of the tramways at Ruscutters Bay. He is a well-known unostentatious grafter in labour interests. A right "good sort" is Mr. E. Townsend, tram driver of the Ultimo depot. He is a good all-round man, holds Railway Institute medals for mechanical drawing, and elementary electrical application; is a dead shot with his Lee-Metford, and a prize winner in big events, and an active supporter of the tramway rifle club. Mr. Robert Long is another good, live Ultimo tramway man. These two take in over £20 per annum for the Hospital Fund, and have been re-elected committeemen for the ensuing year. Mr. George Armstrong, the well known secretary of the "All Grades" branch at Redfern, is organising his branch quota for the presentation to be made to President Campbell. If ever a man deserved the full weight of metal that a presentation can throw, it is Mr. Campbell. His work has been prodigious.

Mr. C. A. Wilson of No. 4 room, District Supt's Office, Sydney, succeeds Mr. Lockwood as Hospital Fund representative and is also a certificate issuer. This ought to be worth remembering and should prove a great convenience to those who are unlucky enough to want a certificate. Mr. A. A. Cuneo, Station Master, of Lidcombe, has resumed duty after a month's leave. For some time past Mr. Cuneo has not been feeling too good, and strong symptoms of "run down" set in. He has had a rest in the Queenbeyan district, and in its peaceful piscatorial waters landed some nice trout. He wound up his leave at Manly, where morn and evening dips in Neptune's bath sent him back to duty looking considerably better. Not the least among many good fellows is Mr. W. E. Newell, of the Electrical Engineer's office, Hunter street, Sydney. He is a very busy man in his office but could not be dislodging to the humblest unit. He is a wiry bundle of human nerve energy a sparkling coil that constantly illumines his orbit. He represents the Hospital Fund at Hunter street, collects close on £30 annually, and issues certificates.

Mr. C. J. Bray, President of the Tram Traffic Branch, makes an ideal Chairman. His cool, deliberate manner and logical arguments on behalf of the "All Grades" have gained many converts. He has the honour of having turned the laugh upon the leading barristers of the State at the Special Inquiry, subsequent to the fiasco of 1908. "Charlie" was in the box, and was asked by this learned "gent one" what should be done to a tram conductor who, it was alleged, "went to sleep on the back of the car and neglected his work?" "Charlie" answered, in all seriousness, that "he should be woke up." The answer brought a roar of laughter from the gallery of the Court, and appeared to nonpluss the learned gentleman. The very many friends of Mr. Harry Brown, the popular driver of Orange, will be sorry to hear of his serious illness, he having been for the last fortnight an inmate of the Orange District Hospital. The latest report is that he is slightly better, although not out of danger. We hope soon to hear that he is on the footplate again. Another popular officer in the Orange Depot is Mr. Chris. Parsons, who was taken suddenly ill last Friday night at Bathurst, and is now an inmate of the hospital. Mr. W. J. Carr, the re-elected WAB

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GOVERNMENT ADVERTISEMENTS

TELEGRAPH MESSENGERS. WANTED.

BOYS of from 14 to 16 years of age are invited to apply, on or before the 24th APRIL, 1915, for appointment as TELEGRAPH MESSENGER at Post Offices in SYDNEY and SUBURBS. The commencing salary for Telegraph Messengers is FIFTEEN SHILLINGS per week, rising to ONE POUND per week after one year's service.

They are ASSURED PROSPECTS for capable lads, as every opportunity is given them to advance to higher positions. Full particulars regarding the Examination, which is to be held on the Afternoon of SATURDAY, 1st MAY, 1915, may be obtained from the office of the Commonwealth Public Service Inspector, The Banking House, 228 Pitt-street, Sydney.

D. C. McLAUCHLAN, Commissioner. W. J. CLEMENS, Secretary.

Vice-President of the Hospital Fund for this year, is in charge of the over-head electric stables at the Ultimo tram depot. Mr. Carr is a strong disciplinarian, but is looked upon as a good, just "boss." Mr. Carr was in the Navy and heard the scream of shrapnel at the bombardment of Alexandria. He was wounded in Wolsley's swift, smashing attack on Arabi Pasha's army at Tel-el Kebir. He is also an ardent Hospital Fund Collector, and issues certificates for his section.

TO THE EDITOR

ORGANISING.

Dear Editor,— I am pleased to see that at last our organisation is beginning to wake up to the necessity of organising. The letters in the "Co-operator" from Messrs. Griffiths and Clyne evidence the desire of the men in the Unions for some action, and although there may be a wide difference of opinion as to the best methods to be adopted, we are all at one in the desire to get a move on. Perhaps it is yet early for the new Executive to deal with the matter, yet most of the men thereon are old and tried, and have considered the question before. It is to be hoped that something definite will eventuate quickly, so that the wonderful progress of the last organising effort will not be altogether wasted. Yours, etc., ALL GRADES.

ALL GRADES.

Dear Editor,— When one reads the report of a kindred body as set out in the "Navy," noting the great progress made in membership and funds, it leads to a natural query on the part of an "All Grades" man, why are we not doing likewise? The progress shown therein is not one bit better than that reported in the "Co-operator," following the organising effort of Mr. Corish, and had the effort been sustained there is no doubt it would have been beaten hollow. Our effort was, however, of a spasmodic nature, and however brilliant, cannot hold against a long and well sustained effort. Why is it that the Amalgamated, with so many branches, and influence, throughout the Service, cannot make this effort? Time and again we talk, but nothing results. Are we afraid of our case? I venture to say no union in the State has a better claim than ours. Is it that our leaders are timid and afraid to risk anything? The reason does not rest with the rank and file, who are all the time anxious for extension. It is to be hoped that our Executive will do something to start the ball rolling right away, and if the effort is continuous, I am sure the results will outdo any that can be shown by other unions.—Yours, PENRITH.

Dear Editor,— Outside the letters appearing in the paper on the subject, I have been unable to find any indication of the position to be taken up in regard to organising the Service in the ranks of the "All Grades." I thought to find some announcement in the "Co-operator," perhaps you could indicate what is doing in this regard.—Yours, etc., J. JEFFREY.

(We understand that the matter is being considered by the Executive, and no doubt in due course some announcement will be made. In the meantime, all enthusiasts should do whatever is possible themselves.—Ed.)

PENRITH.

Dear Editor,— Outside the letters appearing in the paper on the subject, I have been unable to find any indication of the position to

GENERAL SECRETARY AT MOUNT VICTORIA

Speaking at a smoke social of the Mount Victoria branch, the General Secretary (Mr. C. Thompson) said that as the Association branches numbered about 90, situated in many widely-distant centres, it was impossible for him to visit them all in short order.

The Amalgamated was full of life and instinct with hope and courage. They had come out of the struggle over the cancellation trouble in the Arbitration Court, where 18 unions had opposed their (Amalgamated) registration, successfully, and had profited by experience. The Amalgamated took its members right through their whole career; from their beginnings in the service in boyhood or youth, to the day when they drew their first superannuation money. They had their representatives (such as Mr. Campbell) on the board, who conserved their interests. As to the Ministerial and Departmental neglect of the claims and requests of the Association, the speaker said he would be very glad if only a modicum of the promises made by, say, the Minister for Railways (Mr. Hoyle) or others in high places, were carried out. Though he was a Labourite through and through, he regretted that their Labour Government had not seen fit to carry out the recommendations made by the Appeals Board. For instance, in the case of the wages of the fuel men and fire-lighters the award was to be made retrospective, but the men had not received their back money, he understood. Of course, the Government could blame the Kaiser and the war for this neglect of promises, as did Mr. Hoyle, who replied to a letter he (Mr. Thompson) had written on the matter—"Dear Mr. Thompson—I hope that in the circumstances of peril in which the Empire finds itself involved, and in view of the results of war on business, wages, etc., that the claim referred to will not be pressed." The promises made to the Darling Harbour men had not been carried out either, and Mr. McGowan, when Minister, had given but cold comfort. They had however, gone to the Courts from which they obtained an instalment of rights; and they owed the Government nothing for their (Amalgamated) improved position of to-day.

successful. Before the Appeals Board the Association had succeeded in obtaining 16 successes. In accident compensation cases they had obtained £200 for the widow of Mr. James, killed in the Goulburn workshops, and for the widow of Mr. Locke, killed at the coal stage, Bathurst—the Amalgamated had obtained £334 compensation. Another point worth noting was that the Association had secured a ruling from the Chief Commissioner that members of the permanent staff, enlisting in the Expeditionary Forces would be paid the difference between their service pay and their military pay. Those were facts and figures fully indicative of the work being done by the society.

NON-UNIONISTS.

The speaker strongly commented on the attitude of non-unionists who enjoyed the benefits and privileges obtained by union efforts, but held aloof from their fellows in respect of unionism. He remarked in other occupations than railway work; though in many there was no combined organisation, non-unionists were barred by general consent; and the "scab" amongst the wharfers, the shearers, timber-getters, miners, etc., found no rest for the soles of his feet. It was the same in almost every part of the world.

"UNDER CONSIDERATION."

The speaker then referred humorously to his application to get into the railway department in W.A., many years ago. After applying he was told that his request would be considered in due course. He renewed his application 18 months later getting the same stereotyped reply. Eventually he went to America, and years later, on returning to W.A. again repeated his application to get into the Railway Department—clerical branch presumably. He was told there was "no record of any former application" forwarded by him. "Yet," said Mr. Thompson, "I don't quite despair of getting a post in the railways yet, and may put in another application in say 10 years' time if it goes well." (Laughter.) He supposed the authorities were still inquiring into his credentials (Laughter).

WHAT HAS BEEN DONE?

Some men asked—"What had the association done?" (Laughter, and a voice—"The old gag of those fellows"). He submitted, in reference to the query of their critics, the following list to show what the association had accomplished since February last year. The details would show it was not "hot air." They had obtained wages increases for gas-workers, carpenters, fitters' assistants (dirt money allowance); lifters (two increases), and lifters' assistants, coachmakers in Sydney yards; plumbers' mates, Bathurst reservoir workers, sawmill machinists at Eveleigh, sawmill labourers, fitters and assistants, Newcastle; carriage painters and C.P.'s assistants, wagon painters, Oxford tunnel men, and junior labour in several departments. (Fifteen distinct successes.) Other concessions obtained were for—Shunters, at Darling Harbour, tramway men, Rozelle; and tramway promotions rectified; special inquiry for coach painters; overtime obtained for fuelmen in the west, etc., etc. The Association had also obtained, in an interview with the Chief Commissioner a number of far-reaching concessions for the whole staff; had also taken up a number of industrial cases and in 45 had been

PREFERENCE TO UNIONISTS.

Referring to the axiom of Preference to Unionists, Mr. Thompson said he understood that a clause would be inserted in the new Arbitration Act that would secure Preference under certain conditions. The men who stood out would later on probably find it incumbent to pay their just dues and become members of the union. They could all do good missionary work in persuading non-unionists to come into the fold of industrial unionism. The day was coming when non-unionists would find they would lose financially—in wages—by remaining out. He urged his hearers to do their best to foster the ideals of the Amalgamated—to obtain the co-operation of all railway unions into one compact and compelling centralised scheme. He instanced the recent visit to Europe of two American representatives of railway men (in U.S.A.), who found that any improvements made in the position of the industrial workers had been affected by combined mutual effort. He referred to the great results attained by the co-operation of the railway employees of the British service, which had achieved concessions from the most "unlike sources."

ONE BIG UNION.

He hoped that ere long the Amalgamated would be in a position to "fuse" combine, amalgamate or federate with other unions, and in a position to demand full recognition from the Chief Commissioner, and be able to say—"This union represents every railway and tramway employee in the service," and they would reap the resultant advantages. In conclusion, he hoped they would leave no stone unturned to convert the non-unionists to the saving principles of industrial unionism. (Loud applause.)

WHAT THE "ALL GRADES" IS DOING

MILITARY AND DEPARTMENTAL

The Association (through the General Secretary) recently brought under the notice of the Chief Commissioner the case of A. Hewitson, fitter, Kiama. He was informed that Hewitson joined the Australian Light Horse on the 15th January, and filled in all the necessary papers in order that his wife should receive the difference between his railway pay and his military pay, but up to the 12th February last his wife had received nothing whatever from the Department. The Commissioner replied to the effect that the matter has had inquiry, and that all moneys due have been forwarded to the stationmaster, Kiama, for payment to Mrs. Hewitson on application.

A TEST CASE.

FOY v. THE CHIEF COMMISSIONER.

In the District Court on Thursday, before Judge Rogers, a case was heard for the purpose of deciding whether the Chief Commissioner was paying boiler-cleaners in his employ at the Ultimo Power House the rate of wages provided by certain statutes.

Mr. J. A. Ferguson, instructed by Messrs. Macgregor and Palmer, appeared for the plaintiff, Hugh Foy; and Mr. H. M. Stephen, instructed by the Solicitor for Railways (Mr. J. S. Cargill) for the Commissioner. Plaintiff, who is a member of the Commonwealth Expeditionary Force, claimed that, under Section 26 of the Industrial Arbitration Act, he was entitled to receive the same rate of pay as was given to persons employed outside the Tramway Department, doing the same class of work as plaintiff, and in similar circumstances. Under the State award of the Engine Drivers' (Group No. 1) Board, he was entitled to 11s a day, at the rate of 1s 4 1/2 an hour; but, he alleged, he had only been paid 9s a day. He claimed £10 15s 8d, being the difference between what he had been paid and what he should have received for the period from January 2 to May 8, 1914, and he alleged that the defendant, in breach of the statutes, had paid him a lower rate of wages than he was entitled to.

The defence was a denial of the alleged breach of the statutes, and that under Section 26 of the Act the work performed by the plaintiff was not of the same class as that performed by persons outside the Department, nor was it done under similar circumstances. With respect to so much of plaintiff's claim for moneys alleged to be due on or before March 31, 1914, the defendant submitted that the action had not been commenced within six months of plaintiff's claim thereto was barred by Section 49 of the Industrial Arbitration Act of 1912.

The matter was originally before the Court in November last, when the plaintiff claimed to be entitled to 1s 6d an hour under a Federal award. His Honor consulted the plaintiff, who subsequently appealed to Mr. Justice Heydon in the Industrial Arbitration Court, to have the District Court decision set aside and the case remitted back for determination. The appeal was upheld, and the case referred back to the District Court.

Mr. Ferguson withdrew the claim with respect to the period from January 2 to March 31. His Honor said it seemed to him that the work done at the Ultimo Power House was similar to that performed by the employees of the City Council, and that the circumstances in which the work was carried out were not dissimilar. He thought plaintiff was entitled to a verdict for the reduced amount of his claim, viz., £3.

SMOKE SOCIAL AT NEWCASTLE.

The Branch Secretary writes:—"It is hoped that the Trades Hall will be full on the night of the presentation to our old Branch President, Ted Williams. It will be a smoke, and every member should take a ticket, as the cost is small (1/6), and a good night's entertainment is guaranteed. It depends upon the success of this smoke whether similar functions will be held in the future, so roll up and show your approval of the services rendered by Ted Williams. We may not see him again, as he is running the Melbourne express now, unless we go to the next Melbourne Cup.

RAILWAY WORKERS OF EUROPE.

REPORT UPON WAGES HOURS OF LABOR AND CONDITIONS.

No. 3, SWITZERLAND.

The American Commission having completed their investigations in France, left Paris on July 11th, and proceeded to Basle, Switzerland, and reported upon their inquiries in this country, the Commissioners say:—"There are 4 1/2 tram systems in Switzerland, 8 of which are operated by municipalities and 33 by private concerns. The total of all tram employees in Switzerland is 3553, including all classes.

"The right of the workers to organise is guaranteed by law. A report of the Swiss Tramway Employees' Union states: 'One rarely hears of the direct oppression of the organisation, and employers are careful not to oppose, as this would be contrary to the constitution' of the Swiss Confederacy."

"Showing the results of the activity of the Tramway Employees' Union, the report continues: 'In the period from 1910 to 1912 there was a serious increase in prices, with the result that wage movements took place in almost all concerns with good results for the men. The authorities in concerns owned by communities, as well as in private concerns, were compelled to recognise that extraordinary times demanded extraordinary measures. The wage increase resulting from these movements were as follows: Basle, 7 per cent.; Berne, 15 per cent.; Zurich, 8 per cent.; Luzerne, 15 per cent.; St. Gallen, 7 per cent.; Schaffhausen, 10 per cent.; Geneva, 5 per cent.; Lausanne, 6 per cent.; Winterthur, 8 per cent.'

"The laws of Switzerland also provide for insurance against sickness and accident. The management are compelled to insure employees and pay all premiums. They are required to pay tram employees when sick or injured a sum equal to at least 80 per cent. of the daily earnings. In case of permanent injury, the yearly pension amounts to 75 per cent. of wages."

"Under the law the maximum consecutive hours of labour must not be over 11. The unions have succeeded in reducing the workday to 9 and 10 hours. As the report of the union states: 'With the help of their organisation, conditions are more favourable in all large concerns. Under the State award of the Engine Drivers' (Group No. 1) Board, he was entitled to 11s a day, at the rate of 1s 4 1/2 an hour; but, he alleged, he had only been paid 9s a day. He claimed £10 15s 8d, being the difference between what he had been paid and what he should have received for the period from January 2 to May 8, 1914, and he alleged that the defendant, in breach of the statutes, had paid him a lower rate of wages than he was entitled to."

"We were informed that there were two national unions of tramway employees in Switzerland, one confined to the German section, and the other to the French section. The original union was instituted in 1905, and embraced the tram employees of both sections. In 1907, however, the members of the French localities withdrew and established their own union. The train workers of the German and French sections differed on policy and form of organisation, and a division was the result. In the German union there are 2000 members, and in the French union some 900 members. Both are affiliated with the Swiss Trade Union Federation, and also with the International Transport Workers' Federation."

"The tram system of Basle is owned and operated by the municipality. The employees are well organised, with 685 members in their union. The commencement wage for tramway men is 150 francs a month (£6 5s); after ten years' service they receive 210 francs a month, or £8 15s."

"The workday is 9 hours, completed in 14 to 15 hours. 'Men entering the service work three nights a week for three months. After this period they are assigned to work on Sundays. They are known as reserve men, and when vacancies occur are placed in the regular service."

"The strike of tramway men in Basle occurred in 1907. The employees demanded better conditions through their union, and were refused by the municipal authorities. The strike lasted three days, when a settlement was effected through the City Council, the employees gaining many concessions."

"The organisation in Basle conducts business much the same as the American Amalgamated locals. Grievances are taken up by the union committee to the tram officials. If an adjustment cannot be effected the union may appeal to the City Council and to the Legislature. 'At Berne, the capital of Switzerland, we met August Huggeler, General Secretary of the Swiss Trade Unions, who showed us every courtesy, acted as our interpreter and guide, and placed us in touch with much valuable information. Berne's tram system is municipally owned and operated, and working conditions for employees are somewhat similar to Basle. The wage at Berne for conductors starts at 150 francs a month, and reaches 220 francs a month in ten years. The beginning wage for motormen is 155 francs a month, and after ten years the maximum is 220 francs."

The workday is 9 to 10 hours, completed in 14 to 15 hours. The tram employees of Berne are well organised.

"A federal law in Switzerland, which had its inception with the trade unions, requires that tramway employees be allowed 52 days free in a year, to include at least 12 Sundays, and there must be a holiday of eight consecutive days each year."

"On the privately operated trams in Switzerland the wage paid on employees is a trifle less than on the municipal roads. At Geneva, for instance, the wage paid trainmen is 6 per cent. less than the wage paid in Basle."

"In sections of Switzerland the same contrast was noticeable, as marks the difference between centralistic Germany and syndicalistic France. In the German cantons of Switzerland organisation among the tram men seemed more thorough, systematic and along practical lines. Their dues are comparatively high, benefits fairly good, and they guard jealously the improved conditions they have forced through their trade unions. In the French cantons, however, the tram men are poorly organised, and there is a lack of interest. With this attitude in evidence, it is but natural that the better conditions should obtain where practical trade union methods are resorted to and the men are active to protect their interests."

"We were much impressed with the air of freedom everywhere apparent among the workers in Switzerland. They are a healthy, husky, thrifty lot, earnest, sincere and hospitable, and their spirit of independence is admirable. Yet in the large cities of the oldest of present-day republics, with democratic methods and law-making in the hands of the people, there are many evidences of poverty. Hotels are the shelters of many workers, and the living standards are far below that to which the American worker is accustomed. The apartment building prevails in the cities of Switzerland, as it does throughout the continent, with small rooms, poor accommodations, and surroundings wholly uninviting. When we asked a union metal worker of Switzerland if he owned his home, he laughed and answered: 'No; the workers here do not own homes; they never make enough money to buy a home.'"

"So in God's beautiful spot, with the ice-capped peaks etched against the heavens, and with an environment that inspires courage, with the ball free, and the people acting as the court of last resort in law-making, grim poverty holds sway and want grips the unfortunate. The only check has been the results brought by the trade unions, for wherever the conditions of the Swiss workers have been improved they have been accomplished through their unions. (London and Glasgow to follow.)"

THE RAILWAY AND TRAMWAY WAR FUND.

A circular issued by Mr. C. A. Hodgson, hon. secretary Railway and Tramway War Fund, dated February 23rd, shows that the balance at credit on January 30th was £62 3s, and that the subscriptions from January 30th to February 22nd amounted to £1293 18s 4d total £1266 1s 4d. The committee allotted this amount as follows: Red Cross Society, New South Wales division, for erection of three huts at Netley Hospital, £600; Belgian Relief Fund, £325; Chamber of Commerce War Fund, £325; balance forward, £16 1s 4d; total, £1266 1s 4d. The secretary says:—"In connection with the three huts at Netley Hospital, it may be pointed out that each hut would contain 20 beds, so that 60 wounded soldiers will be accommodated. The cost of erection is £200, and equipment £100 per hut, or a total of £300 for the three, and upkeep will be at the rate of £20 per week each. The huts will each bear a brass plate stating they were the gift of the New South Wales Railways and Tramways."

"The chairman of the executive committee of the Red Cross Society, New South Wales division, writing on 5th February, advises that at a meeting of the executive committee it was unanimously resolved that a cordial vote of thanks be passed to the New South Wales Railways and Tramways staff for their generosity in subscribing a motor ambulance, and in erecting, equipping and maintaining three Netley Hospital huts."

"The chairman also conveyed the congratulations of the president, Lady Edeline Strickland, on the 'splendid work of the Railway and Tramway staff undertaking the three huts at Netley.'"

"Up to February 23rd the total payments from the fund amounted to £6555, made up as follows:—Belgian Relief Fund, £2460; the Chamber of Commerce War Fund, £1600; the Lord Mayor's Patriotic Fund (payments ceased), £1335; motor ambulance, £500; erection of three huts, Netley Hospital, £600."

"Those interested in the welfare of the fund will be pleased to know that there has been a large increase in the number of subscribers on the wages staff, the matter having been taken up in an enthusiastic way at many of the depots. The 600 wages subscribers in January has now swelled to 2451, of which per cent. have 912, loco. 790, traffic 727."

LABOR NEWS FROM EVERY DIRECTION.

EXECUTIVE.

A meeting of the P. L. L. Executive was held on March 5th, the President, Hon. R. D. Meagher, M.L.A., in the chair.

There was a big attendance of members, and apologies for inability to attend were received and accepted from Mrs. Grant, and Messrs. W. A. Holman, M.L.A., J. J. Cusack, M.L.A., J. D. Fitzgerald, E. Graydon, and Senator J. Grant.

The application for affiliation from the Rubber Workers' Union of New South Wales was endorsed.

The Disputes Committee reported that in the matter of the protest received from a member of the Amalgamated branch, re election of officers, "That the member, whilst justified, in asking the Executive to review the proceedings, had failed to substantiate the charge made in his letter to the Executive."

A Credentials Committee to preliminarily examine the credentials of delegates to the Annual Conference was appointed.

A circular, setting forth the Executive's views of the facts in reply to a circular issued by No. 1 branch, Belmore, was tabled, and after several amendments of a trifling character had been adopted, was ordered to be printed and sent to all the branches of the P.L.L. and affiliated unions.

In reply to a ruling of the President, the following resolution was unanimously agreed to: "It having been brought under the notice of this Executive that certain self-constituted bodies are causing circulars to be issued to the various branches of the P.L.L. of N.S.W. and affiliated unions, the Executive respectfully intimates that neither the Sydney Municipal Labour Assembly nor the Metropolitan and Suburban P.L.L. Leagues have any status, nor have either of these self-constituted bodies any recognition in the Labour movement by the Political Labour League Executive of New South Wales. Their communications are entirely devoid of warrant for until Conference otherwise decides, the Executive is well able to guard the interests of the Labour movement."

A letter from the Premier re the franchise provisions of the Local Government Bill was ordered to stand over till next meeting. Letters from the Lidcombe P.L.L. protesting against handing the late Government House and part of the grounds over to the State Governor was received.

A letter from the Lewis Ponds Progress Association, containing a resolution re improvement leases, was ordered to be sent on to the Hon. W. G. Ashford, M.L.A. Minister for Agriculture.

A letter from Bathurst P.L.L. C. C., re the partial time system and retrenchment in the Government Service was received. Messrs. D. Guihen and T. D. Mutch were authorised to attend meetings of the Sawmill and Timber Yards Employees' Union, fixed for the 8th inst., and the Farriers' Union, on the 17th inst., with a view to securing the affiliation of these bodies with the P.L.L. movement.

"SELF-CONSTITUTED BODIES."

Since the Executive meeting, reported above, was held, the President of the Municipal Labour Assembly (Mr. M. J. McCarthy) has written to the press stating that the body to which he belongs was formed some years ago in accordance with Rule 15 of the P.L.L. constitution, and with the full approval and endorsement of the P.L.L. Executive. The rule stated that branches, Electorate Councils, or trades unions may form a District Assembly and frame rules so long as such rules do not conflict with the General Assembly of the P.L.L., and are approved by the P.L.L. Executive.

The trouble, it seems, was caused by a letter sent by the District Assembly to the Labor Aldermen of the City Council, in which exception was taken to an aldermanic caucus being held to select a Liberal candidate for the position of Lord Mayor. Upon receiving the letter, Ald. R. D. Meagher "threatened to wipe the Assembly out of existence," and to that end brought pressure to bear on the Executive, which ultimately empowered him to issue the impudent statement which has been published throughout New South Wales. "The Assembly," says Mr. McCarthy, "is constitutionally in the right. The published statement is nothing more nor less than an attempt to 'Protest' Laborites. It has, however, no terrors for the workers of the city, who are not composed of such glib-tongued liars as to permit any late-comer or opportunist to break down the decisions of conference in the light and airy manner proposed by Mr. Meagher."

Mr. McCarthy goes on to say that there has been a marked tendency developing among outsiders in the direction of the belief that the rank

and file of the workers were the real masters of the Labor movement. Such, of course, is ridiculous to the Executive, and Mr. McCarthy says that it is gratifying to note that those persons who comprise the Labor movement, and who have struggled for the past 20 years to make it what it is to-day, and who get nothing out of it, have stepped in and set matters right!

He concludes: "Labor's parliamentary party will not have to face the conference alone next month, as the P.L.L. Executive, already threatened with extinction over the Belmore matter, has by its latest action raised a veritable hornet's nest."

"CAMPBELLTOWN P.L.L. SOCIAL."

The Campbelltown branch of the P.L.L. held a most successful social in the Town Hall on Thursday, February 25th. There were forty couples present, and they thoroughly enjoyed themselves. The music (piano) was supplied by Mr. J. Williamson. At midnight all set down to supper, which was supplied by the following lady members of the league: Mrs. Keilhone, Mrs. Lawson, Mrs. Sellars and Miss Hickey. Everyone agreed that the repeat exceeded all previous efforts. Mr. T. Croghan ably carried out the duties of M.C. Mr. B. Haydon, Mr. Thompson and Mr. Lawson, members of the committee, gave valuable assistance. Extras were supplied by Miss O'Loughlan (piano) and Mr. T. Croghan (violin). Visitors were present from all parts. They included: Mr. V. Molesworth (Homebush), Alderman and Mr. Pert (Auburn) and Alderman Bossley (Liverpool). Mr. J. B. Parker carried out the duties of secretary.

NORTHERN DISTRICT ASSEMBLY P.L.L.

The monthly meeting of the N.E.A. P.L.L. was held on the 6th inst. at the Trades Hall, Newcastle. Mr. A. Richardson presided over a large attendance of delegates.

Correspondence included the following communications, which were dealt with as stated:— From the secretary, Kahliah Electorate Council, nominating Mr. D. Davis as an additional delegate. The delegate was welcomed.

From the secretary, Newcastle P.L.L., stating that after the report of the delegates to District Assembly had been received the following motion was carried unanimously: "That we as a league sever our connection with the N.E.A. as from the 21st March, 1915."

Mr. Vial moved, and Mr. Hall seconded, "That the Newcastle League be written to asking them to reconsider its decision." This was carried. A resolution was also carried, "That the Executive officers attend the next meeting of the Newcastle League to discuss the question."

From the secretary of the Amalgamated Carpenters and Joiners, asking whether, in the event of a few members being unwilling, affiliation could be secured for the remainder.

Upon Mr. Connell's suggestion, it was decided to write to the General Secretary of the P.L.L., pointing out the circumstances existing, and asking that affiliation be granted in such cases. Mr. Connell said that he believed they were all agreed that the affiliation of unionists meant the salvation of the Labor movement, but under the P.L.L. rules all such affiliation had to be made not with individual leagues, but with the Executive.

From Wallsend P.L.L. enclosing credentials for Mr. D. Walker as delegate. The delegate was received and welcomed.

Mr. Harland referred to the estimates for workmen's cottages at Stockton—£425 and £475—with rentals of 13s 6d and 15s a week. He contended that such were altogether unsuitable for the purpose. It was decided to write to the Secretary of the Public Works Committee and state that houses costing £300 would be utterly useless as far as workers' dwellings are concerned. Mr. Barland moved, and Mr. Davis seconded: "That we invite members to be present at next meeting to explain the Norton Griffiths' scheme."

The balance-sheet for 1914 was received as satisfactory.

WELLINGTON BRANCH P.L.L.

A meeting of the members of the Wellington P.L.L. was held on Friday, March 5th. The president (Mr. I. Vitell) was in the chair, and there was a good attendance.

The matter of the forthcoming P.L.L. conference was discussed, and the secretary was instructed to take the necessary steps for the appointment of a delegate from the Macquarie electorate. It was decided to promote a suchre party and dance, and to donate twenty-five per cent. of the net proceeds to the Belgian Relief Fund.



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AUBURN. HIGHLANDS EXTENSION ESTATE.—1922 the Home Site Property in this great industrial district. Twenty minutes from Auburn or Lidcombe Station, ten minutes from Parramatta Station, on the new Leichhardt Road, the Park Lane and thirty minutes from Clyde. Auburn is three miles from the city. Home Sites are from 500 x 100 ft. and a splendid investment at 10/ a lot.

BANKSWOOD. BRACONSFIELD ESTATE, BANKSWOOD.—Easy distance of station, close to Junction of George's River and Liverpool Street, few minutes from Post Office, School, and Church. Home Sites, from 600 x 100 ft. to 1000 x 100 ft.

CONDELL PARK ESTATE, BANKSWOOD.—One of our best locations. Railway extension to Liverpool will pass right through this property. Fine Home Sites, 600 x 100 ft. to 1000 x 100 ft.

GREENACRE PARK ESTATE, BANKSWOOD.—Has the advantage of being between two stations. Twenty minutes from Auburn, few minutes from Liverpool. Home Sites, 600 x 100 ft. to 1000 x 100 ft. Local Avenue, Mr. W. C. Tritton, our representative, may be seen at accommodation House (Bankstown Station).

BEXLEY (Archife Station). BEALEY DOWNS ESTATE, 10 minutes from Bexley from terminus. Fine Home Sites, 600 x 100 ft. to 1000 x 100 ft. Grand value at 10/ a lot.

LINDFIELD ESTATE.—Only a few Home Sites left on this magnificent property. Large level, well-served, near station, these easy walks. Lots 50 000 x 100 ft. Grand value from 8/ a lot.

CASTLEWOOD. STANNING HILL ESTATE.—Very fine property, magnificent situation, high, level, and very well-served. Home Sites, 600 x 100 ft. to 1000 x 100 ft. (adjacent to Church and Ferry Street, 20 x 200 ft. from 9/ a lot. Twenty minutes from Liverpool. Excellent view of Liverpool and surrounding country.

MURSTVILLE. Somerville No. 2 Estate.—Fine Home Sites, 600 x 100 ft. to 1000 x 100 ft. Easy distance of Hurstville. Fine location, commanding wide panoramic views of the surrounding suburbs, also Botany Bay and George's River. Soil excellent for gardens, lawns, etc. Selling fast, but every lot good and exceptional value, at only 9/ a lot.

MARINE VIEW.—A pretty situation, bright, breezy, cheerful, situated at Condeell Park Estate, Home Sites, 600 x 100 ft. to 1000 x 100 ft. Excellent views of George's River, including Condeell Park, and an ideal spot for a Home Site. Special features include natural facilities for outdoor and aquatic pleasure. Lots from 60 and 200 feet, from 14/ a lot.

LINDFIELD. PLATON ESTATE.—Only a limited number of very attractive and level Home Sites, about a mile from Lindfield. A very elevated position, with choice views of the Harbor, Middle Harbor, and right back to Sydney Harbor. Lots, 600 x 100 ft. to 1000 x 100 ft.

HEARBY OR LINDFIELD ESTATE.—Highly elevated position, right at the station, with choice views of the Harbor. Home Sites, 600 x 100 ft. to 1000 x 100 ft. ready to build on. Just the place for the location of a home. Home Sites, 600 x 100 ft. to 1000 x 100 ft. from 10/ a lot. 60 x 100 feet allotment, from 4/ a lot.

LAKEMBA. ELKHAM ESTATE, near future location of Railway Workshops and Engine Shed. Grand position, on rising ground—cannot be built out. Splendid views. Lots 200 x 100 ft. frontages to Punchbowl Road and Liverpool. Fine Home Sites. Good garden soil—cleared, from 30/ a lot. This property is selling rapidly.

MORTLAKE. GRASSMERE ESTATE is a large, law-like property, running down in a gentle slope to Major's Bay, on the Parramatta-Manawarra Avenue. Burwood—Mortlake tram runs past the property. Lots, 50 x 150 feet, from 15/ a lot.

PUNCHBOWL. PUNCHBOWL LAWS ESTATE has charming views. Land is like an immense and beautiful park. Situated with choice trees, but otherwise cleared of big timber. Fine roads subdivide the property throughout. Gate at corner of Belmont and Canterbury roads. Real good value at 22/ a lot.

CARLETON HOME SITES ESTATE, adjoining the railway line; 10 minutes from two stations, and only 15 minutes' journey from Sydney. Lots 50 x 124 feet, from 16/ a lot. Other lots from £100.

CLYDE. RAILWAY WORKS ESTATE.—Two Home Sites, almost at the station, and handy to all the large engineering and manufacturing concerns, close to East Price, 24 1/2 foot. Easy Terms. Terrace title.

GUILDFORD. GREENLAWS ESTATE, a picked property in this growing suburb, 10 minutes from station. Lots, 50 x 135 feet, for 24 1/2 foot.

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DISEASE IN AMBUSH.

GERMS ROUTED FROM THE LAUNDRY.

It is only diseases that are infections that can lie 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 bed, table, kitchen, and bath linen, handkerchiefs, towels and curtains. Nothing absorbs and carries the germs or streaks 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 cleansing 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 linen of its seeds of disease, hunts 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-bucket 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 root the disease germ, and Lifebuoy Soap which is also a strong disinfectant, the weekly wash becoming a disease carrier.



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ALWAYS GREEN COUPONS The Green Coupon Company now enters upon its eighteenth year and is stronger and more popular than ever. It will continue to preach the gospel of cash trading and thrift, and to keep faith with the public. An ever-increasing number of wise traders see the advantages of giving Green Coupons for cash trading. A hundred thousand collectors of Green Coupons come to the Showrooms in a year to redeem their coupons out of the splendid stock of household requirements there displayed, and which are all free in exchange for Green Coupons.

The following are some of the lines now procurable:—Comports, Salads, Sets (3) Jugs, Kitchen Jars labelled "Sugar," "Tea," etc. 11 varieties; Meat Dishes, 8, 10, 12, 14 and 16 inch; Jelly Moulds, Blanc Mange Moulds Flower Tubes Fern Pots, Cabarets. FANCY ALUMINIUM-WARE—Trinket Boxes, Glove and Handkerchief Boxes, Ink-stands, Calendars, Cabinet and Imperial Photo Frames, Cigarette Frames, Matchboxes. ENAMELLED-WARE—Hot Water Jugs, Funnels, Foot Baths, Oval Wash-ups, Dinner Carriers, Lipped Mugs, Breakfast Cans.

SHOWROOMS: 697 GEORGE ST., HAYMARKET March, 1915.

THE AFFAIRS OF WOMEN CONDUCTED BY FANELLA 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 Violetta Boyce, Editor of the "Co-operator," and every communication will receive prompt attention.

PUTTING UP WITH THINGS

Do you go on putting up with things? It isn't wise, you know. You'll never make any headway like that. Maybe you're afraid of giving way to discontent. But sometimes discontent is a good thing. It gets you out of a groove. Of course there are two kinds of discontent. There's the ineffective kind that doesn't lead to anything. And there's the "divine discontent" that urges you on to better things. It was a curious incident that made me jot down this little chat with you. In my home I have a very inconvenient little writing-desk. It isn't wide enough—it isn't strong enough—and I can't stand it in the right light for my purposes because of its shape. But I've had it a very long time. And I've grown used to the inconvenience of it. I've pushed all the rest of the furniture into awkward places just to accommodate that inconvenient little desk—I've taken my writing materials elsewhere. I've even worked with them on my knees. And all the time that little useless desk was standing there. And it never occurred to me to stop putting up with it!

Some of us are just like this in the bigger things of life. We go on putting up with all sorts of uncongenial conditions without making the slightest effort to alter them. Why? Shall I tell you two very common reasons? One is laziness! And the other is cowardice!

You are angry with me for saying this? But just sit down a moment and think it over. Look back at the beginning of this little chat, and note that I make a distinction between the two kinds of discontent. I don't advise you just to say weakly, "I won't put up with it!" But if you have reached a stage in your career when you feel yourself surrounded by conditions that you don't like, why sit up and do something to alter them?

which entirely spoils an otherwise attractive face. The remedy lies first in breaking the habit by force of will. This, although it may sound difficult at first, is not really so, unless the frowning is caused by bad sight, when suitable glasses should be obtained as soon as possible. Another and very effective remedy consists in applying a piece of adhesive plaster between the eyebrows. It would be almost impossible to frown when once it had been applied and the feel of the plaster on the skin, though not actually uncomfortable, serves as a reminder. The ageing lines about the mouth are also a matter of habit, and are due to allowing the muscles around the mouth to sag through indulging in discontent and ill-temper. Very few women realise what a wonderful effect mind and temperament have upon their personal appearance, or that one of the greatest factors in remaining young is the habit of always looking on the bright side of things and cultivating a capacity for enjoying everything in life, small pleasures as well as great. Some possess this capacity naturally, but anyone can make an attempt to cultivate it.

Everyone can feel, without consulting the mirror, when the mouth is drooping, and then is the time to correct the downward curve of the muscles. First look at yourself in the mirror and note the expression of your face with the downward droop, and then smile, without showing the teeth, and see if you do not look years younger, and far more attractive. To remove these lines, curve the lips upward in a smile, then damp and fix a piece of adhesive plaster, cut in the shape of a half moon, on either side of the mouth. Leave them in this position for several hours if worn during the day, or they can be applied at night and left on till next morning, whichever is most convenient.

Why look old? ADDING UNNECESSARY YEARS. No one really wants to grow old-looking before their time, and the average woman is only too anxious to keep Father Time at bay for as long as possible, especially now when the woman of forty-five wishes to look but thirty-five, and every self-respecting woman of fifty does her best to look forty, or even less. Yet in spite of this craze for perpetual youth, many a woman adds unnecessary years to her apparent age through little habits which she could so easily conquer if once she had made up her mind to do so. It is foolish little tricks of manner and facial grimaces that many women owe their early wrinkles, and these develop rapidly, and often become in a short time so deeply marked that it is no easy matter to remove them. Chief amongst these is the habit of frowning. Occasionally this is caused by defective sight, but far more often it is the result of the nervous strain of drawing the brows together to emphasise some special point when speaking. Slowly but surely the little trick becomes a habit, and the small wrinkling lines develop into a permanent frown which not only adds ten years to a woman's apparent age, but gives a cross expression

MY BEST RECIPE. HADDOCK AND CHEESE KEDGEREE. Take one medium-sized smoked haddock and remove all the meat from the bones, mix with it two ounces of grated cheese, a little mustard and pepper, and one tablespoonful of cream or milk. Place the mixture in a pan and cook for about five minutes, then stir in a well-beaten egg and again cook for three or four minutes, stirring all the while. Pile the mixture on squares of hot buttered toast, and serve at once. This is a delicious recipe, suitable for breakfast if liked. SPAGHETTI AU GRATIN. Take half a pound of spaghetti and break it into short pieces. Boil up sufficient slightly salted water, put in the spaghetti, and allow to cook for about fifteen minutes, take up, drain, and cool. Now re-heat and add a little butter, slightly season with salt and pepper and a little grated nutmeg. Put the cooked spaghetti in a

HOUSEHOLD HINTS.

The life of a toothbrush will be considerably lengthened if the following plan is carried out: Soak the brush when new in cold water for some hours; it will prevent the hairs from coming out. Japanese trays should be washed with a sponge, and then dredged with a little flour, and afterwards be polished with a soft duster. If a piece of black sticking-plaster is stuck over a hole in an umbrella it will look far neater than any darn, and will last longer, too. Should any starch cling to an iron when it is being used, the best thing to do is to rub it at once on a piece of brown paper that has been well sprinkled with salt. Palm leaves should be sponged at least once a week with lukewarm water, to which a little milk has been added. After this, the plant should be allowed to stand for two hours in slightly warmed water. To keep bread pans sweet and fresh, they should be scalded out once a week, well dried, and put out in the fresh air for an hour or two. Watches should be wound in the morning, not at night. Watches need regular treatment: the hour of going to bed varies, but most people rise at the same hour, so that if wound always in the morning the watches have a much better chance of keeping good time. It is most annoying when the brass rod of the portiere creaks each time the door is opened. This may be stopped by wrapping a strip of wash leather round the hole of the support through which the rod passes. Garden arches are rather difficult to put up. Saw an old wooden tub in two, place the ends of the arch in them, and fill up with earth.

HOUSEHOLD HINTS.

fire-proof dish in alternate layers with slices of hard-boiled egg. Pour over a little white sauce, and sprinkle with fresh breadcrumbs and some grated cheese. Add a few small knobs of butter here and there, and bake in a sharp oven until the surface is nicely browned. I have given this spaghetti recipe because I have been asked for it by a reader, and I feel sure there are many who do not know a really good way to prepare it. APRICOT CHARLOTTE RUSSE. Trim some sponge finger biscuits evenly, brush the edges with white of egg and line the sides of a plain tin mould with them. For the filling:—Quarter of a pint of apricot puree; quarter of a pint of double cream; one teaspoonful of lemon juice; one tablespoonful of sugar; quarter of an ounce of gelatine dissolved in two tablespoonfuls of water. Rub the apricots through a hair sieve, add the sugar, lemon juice, and hot dissolved gelatine. When tepid add to the whipped cream, and pour into the prepared mould when setting. This is a change from the ordinary Charlotte Russe, and a great favourite.

HOUSEHOLD HINTS.

When ironing, the hands are apt to become sore through the heat of the iron. To prevent this, and also to lengthen the life of the holder, use the leather tops of discarded boots to sew on the holder next to the band. The heat will then not be felt. The quickest way to rid a pantry of ants is to clear it of all food, etc., and when quite empty take any pieces of broken plates or glass, lay them on the shelves, and covering with syrup or honey. Ants cannot resist sugar, and will soon collect on these traps. Often it is difficult to get the hand or even a dish mop into the crevices at the bottom of a vase. The stains will not elude you if you put in some vinegar and a generous amount of soap powder. Never use white paper to wrap up articles that are to be put away. Chloride of lime is used to bleach it, and this will in time destroy the color of any fabric wrapped in the paper. Brown, yellow, or better still, blue paper, should be used for this purpose. Drawers and boxes should not be lined with white paper for the same reason. Enamelled ware that has become discolored through constant use may be rendered beautifully white by boiling for a short time in water to which has been added a little chloride of lime and washing soda. After boiling, wash well in cold water and the utensil will look like new.

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RAILWAY AND TRAMWAY HOSPITAL FUND.

THE ANNUAL MEETING.

The 25th annual meeting of the Railway and Tramway Hospital, Convalescent and Consumptive Funds was held in the large hall of the Railway Institute on Friday, February 26th last. The President, Mr. Swain, occupied the chair. In the course of his address, Mr. Swain said that twenty-five years had passed since a meeting was held in the old Redfern Town Hall to form this fund. He was elected as President, and had retained that position ever since. Only seven of the Committee chosen at that time were now living. Since its existence, about 6,000 members had participated in its benefits, £28,000 had been raised, and of this two-thirds had been spent in maintenance and one-third in bonuses. The transactions of the fund this year were something to be proud of. Although there was an increase of fifty per cent. in the illness of members compared with last year, they had, after paying the maintenance bills at 15s per week, declared a bonus of 10s 6d per week. He could truly say that the bonus was a godsend to all the hospitals. Owing to the war, nearly all the usual donations made to the hospitals by the public had ceased. They had been sent to the different patriotic funds instead, and never had their bonus been more needed and welcomed. It was very good to see the Western Suburbs Hospital accepting their conditions at last. It had ever labored under the impression that it would be losing by joining the fund. He was more than pleased to say that after all the sickness this year, two per cent of the members had been affected. It showed what a healthy body of men were employed in the Railway and Tramway services. He had stated at their first Committee meeting that he hoped to live to see the collections total £2000, but this had been exceeded, and he now hoped that before long the total collections would be over £2000. Probably this would be accomplished this year. He would say, in conclusion, that he was very much obliged to the Committee, and the Committee was equally so to all in the service for helping the fund forward. It gave him great pleasure to move the adoption of the twenty-fifth annual report. Mr. Hensen, in seconding the motion, said it was a great pleasure for everyone to know what splendid work the fund was doing, and that the fund stood in such a good financial condition at the close of each year. The secretary, Mr. Cuneo, said that this year there had been an increase in the maintenance bill of £450, compared with last year. Sickness had increased fifty per cent, but despite this they were able to declare a bonus of 10s 6d per week. They were meeting with opposition in a small way. The Amalgamated Engineers were running a fund something similar to theirs. He had noticed that appendicitis had contributed a good deal towards the increase of illness. He would like to specially thank the metropolitan and railway press for printing his reports from time to time. The increase in revenue had principally been derived from the stations and deviation works; the latter had sent along £294 during the year. Thanks to Mr. Freeman, of the Tramway Construction Branch, he had received the names of a number of gentlemen who had been splendid collectors. The fund had now about 20,000 members. In regard to the Consumptive Fund, he really thought that 1s per member per year too small. Happily, there had been very little sickness in this branch. In the Convalescent Fund, he was sorry to say that the expenditure had been more than the revenue. The last two pages of the report was, in his opinion, unnecessary. The names of the patients treated were of little interest to anyone. Besides, it cost a considerable amount to print it. Concluding, he said that the Committee was very much indebted to the Commissioners and all the officers for their kind assistance. Mr. Newell said that although he was not able to attend all the meetings, he could assure them that they had not a more energetic member than he. He considered the annual report was very satisfactory, and the thanks of all were due to the secretary for the able manner in which he had conducted the fund. They were also very thankful to the President, and congratulated him on presiding at the jubilee meeting. Mr. Lockhart said he did not see why, as the secretary had stated before, the report could not be printed by means of advertising, free of cost. In fact, it should be revenue-producing. The adoption of the twenty-fifth annual report was then carried unanimously. Mr. Downmaker said they—the auditors—had been worrying very hard for the last month auditing the books. He could remember when they could do all the auditing in a single night. The adoption of the balance-sheet was carried. The following officers were elected:—President, Mr. W. H. Swain; Vice-Presidents, Messrs. Keddie, Wright, Carr and Mansell; auditors, Messrs. Bowman; trustees, Messrs. Sillecks, Hillard and Shaw; secretary, Mr. Cuneo; Committee, Messrs. Freeman, Long, Townsend, and Jones. The secretary was instructed to add to the Committee all those gentlemen who, owing to their duties, could not attend the meeting, and had not been nominated.

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THE NEED FOR ORGANISATION.

AN "ALL GRADES" CAMPAIGN

When the question of the appointment of organisers was discussed at the recent Conference there was discovered to be a strong feeling in favor of the adoption of such a course. The delegates present, almost without exception, appeared to be fully convinced of the urgent need for an active campaign, having for its object the expansion of the big "all grades" union. The letters that have since continued to appear in the "Co-operator" show that there is a deep-seated desire for immediate action in the direction of strengthening the bonds of unionism within the service. It is felt that as the oldest and broadest and most useful of the organised societies of railway and tramway men, the Amalgamated should make some systematic effort, that it should be a live, vigorous, magnetic body capable of drawing within its sphere thousands of men that are at present wandering aimlessly about outside the union stock-ade. There is much ground lying fallow and waiting for capable organisers to turn it over and sow the good seed of industrial unionism. The harvest is assured. All that is required is systematic effort. Every member that has thought of the subject at all is satisfied that the claims of the Amalgamated are capable of being presented in such a way as to command the sympathy and practical support of every man that possesses a thinking machine of average quality and dimensions. There is, however, danger in delay, a danger that the enthusiasm on the crest of which such a movement might be carried to a successful issue, may spend itself before the work is inaugurated. The time was never more opportune, the prospects of success never so bright. The efforts that have been made, directly and indirectly, to reduce the wages of employees in the service, the very real reduction in the purchasing power of wages and

OVER THE ODDS.

A member of the railway staff was subjected to some annoying inquiries a few days ago. From all accounts some way informed the authorities that he was a militant German sympathiser, and even had the name of his house changed to "Koeniggratz." "Ehrenbreitstein" or "Berlin," we are not sure which. It transpires, however, that the person so maligning is a Australian by birth, as his father was before him, and his grandfather too, and that he comes of good old English stock, and that he is not a pro-German at all; so a considerable amount of time was wasted in following up a wild goose story. It was a mean sort of joke anyway.

In an article entitled "The Apotheosis of the Unlucky" a writer decries our "stoutish" to the Americans, he says that America has cornered the world's output of catastrophes, millions and dyspepsies and decries the American woman as "a sort of animated corset," and the man as a creature "mostly shoulders (tanned or made, he might have added) and jaw." He is further described as "the apostle of the nasal drawl, mutilated speech and the chewing habit." Altogether the writer has a poor opinion of Uncle Sam.

The wives of some of the officers of the Australian Expeditionary Force were extremely desirous of accompanying their husbands on active service. The Minister for Defence held out no hope for them and was not at all moved to compassion by their evidence of wifely fidelity.

At the battle of Waterloo, Wellington noticed a little man in plain clothes riding about in the thick of the fight, on a sturdy cob. The Duke sent an officer to bring the little fat man before him and when he arrived the great man with the big nose asked him his business. The little man smiled cheerfully and explained that he was travelling for a Birmingham button maker, and being at Brussels he thought he would ride out and see the battle as he had never seen one before. Wellington allowed him to continue to ride about the field, and even trusted him with a despatch to one of his Generals. After the war the button-maker's drummer was rewarded with a comfortable Government job.

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Attorney General Hall has had one ambition ever since he wore plumes and believed in fairy tales—to bake bread for the people. He says "This scheme has been my ambition since childhood." When a small boy in knickerbockers would stand at the door of the bake-house and watch the dough punchers at work, and dream dreams, and see visions. And the smell of the newly-baked loaves was like incense to his young soul, for his one desire was to be a big, "boss" baker and supply the whole universe with bread. His gospel was "First, wheat, then flour, then dough, then bread, then man." He followed the thing to his logical conclusion and found that man is made of bread and he argued that the maker of bread must therefore be a prime factor in the making of men. The idea obsessed him as he grew to man's estate; it stuck to him like dough, and now at last, he stands on the heights of Beth Peor and sees before him the land of his childhood's dreams.

MARCH 12th—

The French report a victory in Alsace. Yesterday the British captured 2500 metres of trenches at Neuve Chapelle, and made good progress between Nieupoort and Dixmude. The French official statement of the fighting at Notre Dame de Lorette states that they made a solid advance. They found 10,000 dead Germans, captured 2000 prisoners, and many guns. The accuracy of British artillery fire is, according to "Eye-Witness," causing great nervousness among the enemy. "Eye-witness" says the enemy's fighting qualities must not be underestimated. The Germans are concentrating troops for an attempt to take Przasnysz, in Eastern Galicia. General Oba, who is representing the Japanese army on the Eastern frontier, says that he is convinced that the German offensive is waning and that the Russian advance will sweep them away. He expects peace within six months. The Hungarian army is reported to be reduced by half. A German submarine was lost in the North Sea while diving under a trawler. Public opinion in America has been aroused by the sinking of the American ship, William Fry, by a German armed merchantman. Much rioting and excitement is taking place at Constantinople. Wealthy residents are fleeing, and soldiers are in a state of mutiny. The Turks are dismounting the guns round the city in the hope that the Allied fleets will not bombard the city, but regard it as "open." Foreigners are leaving the city, including the families of the German and Austrian Ambassadors. In the meantime a terrific cannonading is going on in the Dardanelles, and the Allied fleet draws nearer and nearer. One hundred tons of bayonets intended for the Germans were seized by the Danish Government. The British Government has suppressed a newspaper called the "Irish Volunteer."

MARCH 13th and 14th—

The British captured German lines near Neuve Chapelle, and took 400 prisoners. Trenches were captured in the Champagne district, and advances made in Alsace. Sir John French reports "hard fighting" and "steady progress" in the region of La Bassee and Armentieres. The

MARCH 14th—

The German submarine U12 was rammed and sunk yesterday by the British destroyer Ariel. Yesterday a German submarine sank a trawler off Beachy Head. The trawler's crew were saved by another trawler. A Norwegian Naval Commission decided that the Norwegian steamer Belridge was sunk by the Germans. Artillery engagements are proceeding in the East from Khorjede towards Przasnysz. The Austrians were driven back along the Carpathians. Italy is summoning her reservists. The Dardanelles bombardment was hung up owing to a fog. Two French transports were seen near Malta going towards the Dardanelles. The decision to force the Dardanelles is attributed to Mr. Lloyd George by the French paper, "Eclair." The Greek Ministry has declared of neutrality. The President of the German Reichstag said the German armies are everywhere "standing like a wall of steel," and the Anglo-French forces are "vainly attempting to conquer the Dardanelles." The German Budget estimates show a surplus of £1,900,000, and the Minister asked for a credit of £500,000,000. Stated in the House of Commons that British prisoners in Germany are well treated. Germany, at the Pope's request, has decided to exchange civilian prisoners. The Germans are employing elephants from the Antwerp Zoo to clear the roads in France. A French commission reports that the Germans spread consumption germs among the French civilians in the concentration camps. Denmark has seized a vessel carrying rifles for the Germans. Nieupoort was again bombarded by the Germans. The British carried the village of Neuve Chapelle, near La Bassee, capturing 1000 Germans and some guns. Details of recent fighting at Notre Dame de Lorette show that after the Germans blew up the French trenches there was a fierce hand-to-hand struggle, and the French recovered the lost ground, inflicting heavy losses on the enemy. A German account of the same incident says that they held their ground and took 2400 prisoners, and that the French losses are estimated at 44,000. The Germans are said to be making active preparations to prevent the British landing in Belgium.

MARCH 15th—

The Belgians made further progress on the Yser. The French repulsed counter attacks and captured additional trenches in the Champagne and at Feudi Paris and Bolante. British airmen bombarded Wesende on the Belgian coast. The ground captured in Champagne was found to be protected by a dense network of barbed wire and the defenses were most elaborately constructed. During the past three days the German losses in the Champagne cannot have been far short of 10,000. Recent fighting at Reishackerkopf, in Alsace, was most sanguinary. No quarter was given or asked. Nine hundred Germans were killed and 2500 wounded. A fortnight ago a French airman dropped bombs on a coal depot at Strassburg, in Alsace, and 24,000 tons of coal were destroyed, or is still burning. A Zeppelin was brought down in Belgium. Half the crew, numbering fifty, were killed, and the other half injured. The Germans are said to be furious. German submarine U29 sank a French vessel, the Auguste Consett. The captain of the U29 stated that he sank the British cruisers Hogue, Cressy, and Aboukir last year. The Germans deny that they sank the Norwegian steamer Belridge. A vigorous duel between the warships of the Allies and the Turkish forts in the Dardanelles is stated to be in progress. The exodus from Constantinople continues. Germans at Constantinople believe that General von der Goltz has been murdered by Turks at Smyrna. The French, after desperate fighting, captured the plateau and half the village of Vauquois, near the Forest d'Argonne. The attack commenced on February 17th, and the position was carried early this month. The advance is regarded as an important one. The German attack near Przasnysz, North Poland, is weakening. The Russians report advances along the Carpathians, and the repulse of German attacks at other points on the Eastern battle grounds. Twenty-seven British Labour members have signed a memorial of sympathy with the French and Belgian people, recognising that they are fighting for freedom from despotic militarism.

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Numerous actions favorable to the Allies have taken place on the western front. The French captured three lines of trenches at Notre Dame de Lorette. The British were violently attacked at Saint Eloi, south of Ypres, and were pushed back, but subsequently recovered part of the lost ground, and the fighting continues. As the result of the recent British

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WEEKS' WAR NEWS EPITOMISED.

WAR SUMMARY.

MARCH 11th—

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MARCH 12th—

The French report a victory in Alsace. Yesterday the British captured 2500 metres of trenches at Neuve Chapelle, and made good progress between Nieupoort and Dixmude. The French official statement of the fighting at Notre Dame de Lorette states that they made a solid advance. They found 10,000 dead Germans, captured 2000 prisoners, and many guns. The accuracy of British artillery fire is, according to "Eye-Witness," causing great nervousness among the enemy. "Eye-witness" says the enemy's fighting qualities must not be underestimated. The Germans are concentrating troops for an attempt to take Przasnysz, in Eastern Galicia. General Oba, who is representing the Japanese army on the Eastern frontier, says that he is convinced that the German offensive is waning and that the Russian advance will sweep them away. He expects peace within six months. The Hungarian army is reported to be reduced by half. A German submarine was lost in the North Sea while diving under a trawler. Public opinion in America has been aroused by the sinking of the American ship, William Fry, by a German armed merchantman. Much rioting and excitement is taking place at Constantinople. Wealthy residents are fleeing, and soldiers are in a state of mutiny. The Turks are dismounting the guns round the city in the hope that the Allied fleets will not bombard the city, but regard it as "open." Foreigners are leaving the city, including the families of the German and Austrian Ambassadors. In the meantime a terrific cannonading is going on in the Dardanelles, and the Allied fleet draws nearer and nearer. One hundred tons of bayonets intended for the Germans were seized by the Danish Government. The British Government has suppressed a newspaper called the "Irish Volunteer."

MARCH 13th and 14th—

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NEUVE CHAPELLE

During the week news came to hand of some brilliant fighting at Neuve Chapelle, in the Yser district, Belgium, as the result of which the Germans were driven from their positions and an elaborate series of their trenches was captured. The offensive is stated to have been carried out with signal success. The fire of the many guns and howitzers opening the bombardment is described as the most tremendous, both in noise and effect, that the army had ever heard. Within half an hour after the signal for the attack was given, many trenches were blotted out, being filled with dead and dying, partially buried in earth and debris. The majority of the survivors were in no mood for further fighting. A French account of the struggle states that the British soldiers waited impatiently for the word to advance, and when the command was given, there was a spontaneous yell from thousands of throats. The "Tomnies," with their glittering bayonets, presented a magnificent spectacle. They overwhelmed the Germans, and passed rapidly from trench to trench, sometimes in their charge they rolled over each other in the mud. The Germans hurried every available man into the fighting line in a futile attempt to force a passage through the British lines, but the British firing paralysed the onrush, and most of the Germans surrendered without a struggle. The "Matins" (a French newspaper) expresses warm appreciation of the fighting of the British and Canadian troops at Neuve Chapelle. The men's faces beamed, it says, and they sang gaily as they returned from the front. There are several hundred officers among the prisoners taken, and they are haughty, stiff and swaggering in their demeanor. Many of the prisoners are elderly men and boys. They were a sorry sight, and appeared greatly depressed.

HOME DEARER THAN LIFE

HOME DEARER THAN LIFE. (Translated from "Le Temps") I few days ago I climbed the steep side of a church. From the top the plain could be seen, as wide as the sea, its only landmarks being clumps of trees and church towers. The battle was raging, flying machines described large circles above me; on my left, about a mile and a half away, a large township was evidently subjected to heavy shell fire, as was shown by the grey clouds rising at times over its roofs. The main fray was, however, on the right. There, above the farms and hedges, a continuous line of whitish clouds revealed a ground on which French and German shrapnel met. On each side heavy guns were busy destroying villages, far away, and close to the enemy, a building, either a barn or a homestead, was in flames. . . . My field-glasses showed me yet another and a very different scene. On the roads and among the fields peasants were attending to their daily duties. Close to the village which was the main objective of the struggle I fancied I could distinguish, among a slowly-walking group, women. A little farther a man was ploughing, within 50 yards from a farmhouse. Suddenly a cloud of smoke rose from the farmyard. I looked for the man. He had not so much as stopped, and was still driving his team. . . . So they are all, these French peasants. Nothing can part them from their house and their field. Very strict orders were issued to clear all civilians out of the fire zone. This was for the sake of the army as much as for theirs. German spies are innumerable, and the only way to get rid of them is to forbid once for all to all civilians the approach of the trenches and gun positions. Mounted police and soldiers are daily employed sweeping them out of the villages and homesteads back behind our lines. Vain labor! Next day they are in again. . . . Countless numbers every day ask for a pass to return home for a few moments and make sure that all is safe. If we let them they would go back right to villages where they would fall in the hands of the enemy, and perhaps be shot. A woman came one morning with her three children, the youngest of whom was not weaned. She begged, weeping, that she might be allowed to walk to her village three miles or so in front of our most advanced positions. "Our account books have been buried in the garden," she said, "and if they are left there too long they will rot." The name of the wretched village appears daily in the communiques; it has been captured and recaptured over ten times, not a stone is left standing, and both armies still fight for its ruins as dogs fight for a bone. We had to turn the poor thing away, and no doubt she did not see why we denied her a permit which was as good as a death warrant. . . . For a time I imagined such courage and obstinacy was due to their not realising their danger. I was wrong. Another woman, on being likewise refused, flew into a temper. "What if I don't mind shells and bullets?" she said. She was not alone in speaking thus. "When all is said, they often argue, 'what is the good of living if we are to lose all'?" . . . Yesterday morning a woman was brought in as being one of those "spies." She was the mother of a police sergeant. Her house was situated between the first and the second trench. For a whole week her son had been reasoning with her, but no admission could vanquish the old woman's obstinacy. She had made up her mind to die "in her own home." . . . We begin now to realise that life is not first amongst our most valued possessions. All those—they have been many during the past few months—who had a close call, have felt that death would be little heed but for those we must leave behind. For a French peasant there is one thing that has precedence over life—his love for the spot of land he works. Irrational as the feeling may be, yet it is an ennobling one, since it raises them above the never do for a soldier. Perhaps it, fear of danger,

LORD KITCHENER'S SPEECH

Lord Kitchener made a speech in the House of Lords on Monday last, but on reading it over one feels that he would have said a great deal more than he did. The British have successfully taken the offensive—the Indians and Canadians behaved themselves well—reinforcements have been sent to France—the Russians are doing well on the Sargun front—the Dardanelles bombardment showed the power of the British fleet. This is practically all the information vouchsafed concerning actual war operations, and none of it is new. On the condition of affairs in England, however, Lord Kitchener was a little more valuable. He regretted the output of war material was not equal to necessities, and was not fulfilling expectations. A large number of orders were uncompleted, and recruiting was being seriously hampered through lack of sufficient labor and necessary plant. He cited instances where the absence of the men from work and irregular time-keeping had led to a serious diminution of the output of the factories. The Government, however, was arranging a system whereby important armament firms would come under Government control. He declared that unless the whole nation co-operated to supply the necessary armaments and munitions successful operations would be seriously hampered. The restrictions imposed by trade unions undoubtedly added to our difficulties—not in obtaining sufficient labor, but in making the best use of the labor they had. He was confident all concerned would agree to waive restrictions during the war. The output of war material at present and for the next two or three months caused him very serious anxiety. He hoped the Bill about to be introduced to amend the Defence of the Realm Act would rectify the matter. Labor might rightly ask that its patriotic work should not be used to inflate the profits of shareholders in industrial and armaments firms. The Government was arranging a scheme whereby industrious workmen would have some of the benefits. The King had also approved of a medal for loyal workers making munitions. The motions for the second reading of the Bill was agreed to.

VAUQUOIS

During the week the French captured the plateau and half the village of Vauquois (a few miles south-east of Verennes, which lies some 27 miles west-north-west of Verdun). This capturing will prevent the Germans making operations north of Verennes, and retreating troops in the Argonne and Cheppy wood. Vauquois is a regular fortress, the village being built on the side of a hill. The cellars of the houses were hollowed in rock, affording field artillery proof shelter. The Germans had constructed subterranean passages between the cellars, forming a first-class defensive system. A brilliant attack was made on February 17, and was recommenced

NEUVE CHAPELLE

During the week news came to hand of some brilliant fighting at Neuve Chapelle, in the Yser district, Belgium, as the result of which the Germans were driven from their positions and an elaborate series of their trenches was captured. The offensive is stated to have been carried out with signal success. The fire of the many guns and howitzers opening the bombardment is described as the most tremendous, both in noise and effect, that the army had ever heard. Within half an hour after the signal for the attack was given, many trenches were blotted out, being filled with dead and dying, partially buried in earth and debris. The majority of the survivors were in no mood for further fighting. A French account of the struggle states that the British soldiers waited impatiently for the word to advance, and when the command was given, there was a spontaneous yell from thousands of throats. The "Tomnies," with their glittering bayonets, presented a magnificent spectacle. They overwhelmed the Germans, and passed rapidly from trench to trench, sometimes in their charge they rolled over each other in the mud. The Germans hurried every available man into the fighting line in a futile attempt to force a passage through the British lines, but the British firing paralysed the onrush, and most of the Germans surrendered without a struggle. The "Matins" (a French newspaper) expresses warm appreciation of the fighting of the British and Canadian troops at Neuve Chapelle. The men's faces beamed, it says, and they sang gaily as they returned from the front. There are several hundred officers among the prisoners taken, and they are haughty, stiff and swaggering in their demeanor. Many of the prisoners are elderly men and boys. They were a sorry sight, and appeared greatly depressed.

HOME DEARER THAN LIFE

HOME DEARER THAN LIFE. (Translated from "Le Temps") I few days ago I climbed the steep side of a church. From the top the plain could be seen, as wide as the sea, its only landmarks being clumps of trees and church towers. The battle was raging, flying machines described large circles above me; on my left, about a mile and a half away, a large township was evidently subjected to heavy shell fire, as was shown by the grey clouds rising at times over its roofs. The main fray was, however, on the right. There, above the farms and hedges, a continuous line of whitish clouds revealed a ground on which French and German shrapnel met. On each side heavy guns were busy destroying villages, far away, and close to the enemy, a building, either a barn or a homestead, was in flames. . . . My field-glasses showed me yet another and a very different scene. On the roads and among the fields peasants were attending to their daily duties. Close to the village which was the main objective of the struggle I fancied I could distinguish, among a slowly-walking group, women. A little farther a man was ploughing, within 50 yards from a farmhouse. Suddenly a cloud of smoke rose from the farmyard. I looked for the man. He had not so much as stopped, and was still driving his team. . . . So they are all, these French peasants. Nothing can part them from their house and their field. Very strict orders were issued to clear all civilians out of the fire zone. This was for the sake of the army as much as for theirs. German spies are innumerable, and the only way to get rid of them is to forbid once for all to all civilians the approach of the trenches and gun positions. Mounted police and soldiers are daily employed sweeping them out of the villages and homesteads back behind our lines. Vain labor! Next day they are in again. . . . Countless numbers every day ask for a pass to return home for a few moments and make sure that all is safe. If we let them they would go back right to villages where they would fall in the hands of the enemy, and perhaps be shot. A woman came one morning with her three children, the youngest of whom was not weaned. She begged, weeping, that she might be allowed to walk to her village three miles or so in front of our most advanced positions. "Our account books have been buried in the garden," she said, "and if they are left there too long they will rot." The name of the wretched village appears daily in the communiques; it has been captured and

