

"In Everybody's Mouth"

# WOOD'S NEW BREW

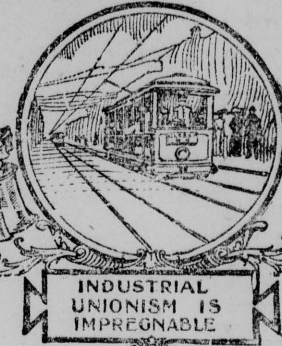
This Beer obtained 3 First Prizes at R.A. Show, Sydney, 12

BREWED BY  
Castlemaine Brewery  
AND  
Wood Brothers Ltd.,  
NEWCASTLE

# The Co-operator



THE UNITY OF LABOR



WITH WHICH IS INCORPORATED "THE RAILWAY AND TRAMWAY REVIEW."

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

VOL. XI, No. 21

Business Address See page 4

THURSDAY, MAY 20, 1915.

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Eight Pages

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Doctor's  
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oak bedroom suites, large bevelled mirrors in wardrobe and dressing, 120s, marble top washstand, from £12/10; oak sideboards, 4ft. 6, 4ft. 6 1/2, 4ft. 7, 4ft. 7 1/2, 4ft. 8, 4ft. 8 1/2, 4ft. 9, 4ft. 9 1/2, 4ft. 10, 4ft. 10 1/2, 4ft. 11, 4ft. 11 1/2, 4ft. 12, 4ft. 12 1/2, 4ft. 13, 4ft. 13 1/2, 4ft. 14, 4ft. 14 1/2, 4ft. 15, 4ft. 15 1/2, 4ft. 16, 4ft. 16 1/2, 4ft. 17, 4ft. 17 1/2, 4ft. 18, 4ft. 18 1/2, 4ft. 19, 4ft. 19 1/2, 4ft. 20, 4ft. 20 1/2, 4ft. 21, 4ft. 21 1/2, 4ft. 22, 4ft. 22 1/2, 4ft. 23, 4ft. 23 1/2, 4ft. 24, 4ft. 24 1/2, 4ft. 25, 4ft. 25 1/2, 4ft. 26, 4ft. 26 1/2, 4ft. 27, 4ft. 27 1/2, 4ft. 28, 4ft. 28 1/2, 4ft. 29, 4ft. 29 1/2, 4ft. 30, 4ft. 30 1/2, 4ft. 31, 4ft. 31 1/2, 4ft. 32, 4ft. 32 1/2, 4ft. 33, 4ft. 33 1/2, 4ft. 34, 4ft. 34 1/2, 4ft. 35, 4ft. 35 1/2, 4ft. 36, 4ft. 36 1/2, 4ft. 37, 4ft. 37 1/2, 4ft. 38, 4ft. 38 1/2, 4ft. 39, 4ft. 39 1/2, 4ft. 40, 4ft. 40 1/2, 4ft. 41, 4ft. 41 1/2, 4ft. 42, 4ft. 42 1/2, 4ft. 43, 4ft. 43 1/2, 4ft. 44, 4ft. 44 1/2, 4ft. 45, 4ft. 45 1/2, 4ft. 46, 4ft. 46 1/2, 4ft. 47, 4ft. 47 1/2, 4ft. 48, 4ft. 48 1/2, 4ft. 49, 4ft. 49 1/2, 4ft. 50, 4ft. 50 1/2, 4ft. 51, 4ft. 51 1/2, 4ft. 52, 4ft. 52 1/2, 4ft. 53, 4ft. 53 1/2, 4ft. 54, 4ft. 54 1/2, 4ft. 55, 4ft. 55 1/2, 4ft. 56, 4ft. 56 1/2, 4ft. 57, 4ft. 57 1/2, 4ft. 58, 4ft. 58 1/2, 4ft. 59, 4ft. 59 1/2, 4ft. 60, 4ft. 60 1/2, 4ft. 61, 4ft. 61 1/2, 4ft. 62, 4ft. 62 1/2, 4ft. 63, 4ft. 63 1/2, 4ft. 64, 4ft. 64 1/2, 4ft. 65, 4ft. 65 1/2, 4ft. 66, 4ft. 66 1/2, 4ft. 67, 4ft. 67 1/2, 4ft. 68, 4ft. 68 1/2, 4ft. 69, 4ft. 69 1/2, 4ft. 70, 4ft. 70 1/2, 4ft. 71, 4ft. 71 1/2, 4ft. 72, 4ft. 72 1/2, 4ft. 73, 4ft. 73 1/2, 4ft. 74, 4ft. 74 1/2, 4ft. 75, 4ft. 75 1/2, 4ft. 76, 4ft. 76 1/2, 4ft. 77, 4ft. 77 1/2, 4ft. 78, 4ft. 78 1/2, 4ft. 79, 4ft. 79 1/2, 4ft. 80, 4ft. 80 1/2, 4ft. 81, 4ft. 81 1/2, 4ft. 82, 4ft. 82 1/2, 4ft. 83, 4ft. 83 1/2, 4ft. 84, 4ft. 84 1/2, 4ft. 85, 4ft. 85 1/2, 4ft. 86, 4ft. 86 1/2, 4ft. 87, 4ft. 87 1/2, 4ft. 88, 4ft. 88 1/2, 4ft. 89, 4ft. 89 1/2, 4ft. 90, 4ft. 90 1/2, 4ft. 91, 4ft. 91 1/2, 4ft. 92, 4ft. 92 1/2, 4ft. 93, 4ft. 93 1/2, 4ft. 94, 4ft. 94 1/2, 4ft. 95, 4ft. 95 1/2, 4ft. 96, 4ft. 96 1/2, 4ft. 97, 4ft. 97 1/2, 4ft. 98, 4ft. 98 1/2, 4ft. 99, 4ft. 99 1/2, 4ft. 100, 4ft. 100 1/2.

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## DISTRICT ORGANISING. GOOD WORK CONTINUED.

The Organiser, Mr. R. Corish, reports as follows:—

**MAY 10th.**  
During the day I visited a large number of men in the Sydney yard, including shunters, examiners, porters, interlocking and per. way men. The shunters are badly organised, and difficult to reach on account of the little time there is to get in touch with them. I will visit them occasionally. I arranged with Mr. Munro to do the collecting for the goods yard staff; he will commence next pay day. I had a good chat with Mr. Sare in reference to our work at his depot, and a line of action was decided upon which I am sure will improve our position among the traffic men there. Mr. Sare is anxious to have a new secretary appointed in place of Mr. Armstrong, who has been promoted to the position of N.O. Cullerin; he also gave me particulars of two good members that have left the depot, one Mr. W. A. Ryan (who is to be transferred to the Orange branch), and the other Mr. S. R. Paviour (who has transferred to the Perth branch). I was called upon to give various kinds of information on matters connected with the Association and its work, and I am pleased to say that all seemed satisfied with the information I was able to give them.

**MAY 14th.**  
In company with our collector, Mr. W. Bruce, I visited the fuelmen at Eveleigh coal stage during lunch time. I explained our position and what we have done in reference to the appeal against the No. 2 Board award, and also the present hold-up of same owing to the war. I endeavored to show the necessity for all of them to join the Amalgamated, and help bear the expense involved. The reception I received was encouraging and, with the assistance of Messrs. Ruby and Bruce, I expect to have fuelmen in the "All Grades" in the near future. All the fuelmen on the pits belong to the Association. After leaving the coal stage I met Mr. Smith, secretary of the Eveleigh branch, and, with him, saw a good many members and non-members. Mr. Smith is doing splendid work at the running sheds; he has about a dozen new members for to-night's meeting. We also visited the gas works. There are three new hands there, and two of them are joining. The third will join should he be kept on. During the afternoon I met several of the fitters and found two temporary hands not in the union. These I expect to get on pay day week. It is a little difficult to get into touch with many of the men around the yard, and workshops, but with the help of collectors none will be overlooked.

I visited Tempe tram depot this morning and interviewed several of

**MAY 12th.**  
The per. way men, also a few traffic employees. They were all interested in our organising campaign. I had a good meeting of the men of the extra gang, and a few of the conductors. I made out a strong case for the Amalgamated, and fully explained the position of per. way men's claims before No. 1 Board and showed the need for them to be solidly united before the Board meets—which may be sooner than expected. I assured them that our general secretary and the executive had repeatedly protested against their being put on reduced time, and that we were still fighting this matter, but that the men must stand behind us if we are to succeed. Mr. Shepherd is to meet Mr. Watson (per. way) before next pay to arrange for a collection for the gang. Later in the afternoon I visited Darling Harbor and saw Mr. Kerr, Mr. Mertz and others. I explained why I could not get there during pay time, and promised to do so later on.

**MAY 13th.**  
I visited the Per. Way (extra) (near Ashfield) this morning and arranged a meeting for the dinner hour. The meeting was well attended, and the men were all interested in my remarks. I dealt with Wages Boards matters, the application for the suspension of awards, the reduced time arrangements, and so on, pointing out that such a state of affairs showed the great need of railway and tramway men being in one great Service Union. After the meeting the ganger and timekeeper gave me their names for membership, and I appointed this timekeeper (Mr. Stewart) collector. Now that we have a hold on these workers we should make headway. After returning from Ashfield I saw the tarpaulin repairers at the Sydney yard, and three of them paid me for the quarter.

**MAY 14th.**  
I visited the Per. Way (extra) gang at Darling Harbor this morning and arranged a meeting in the lunch hour. At this there was a good attendance and an attentive hearing during the twenty minutes in which I placed our position before them. The men were keenly interested in the various subjects touched upon. This afternoon I enrolled a new member at the tarpaulin repair depot, Sydney yard, and then went to the Alexandria goods depot. I had a long chat with the old hands there, and found them very dissatisfied owing to being still on reduced time, while the Darling Harbor men work full time on similar work. They asked me to place all particulars before the Association with a view to some action being taken on their behalf.

## APPRECIATION.

When a man makes a conscientious endeavor to perform a service to another, it is a source of gratification to him to know that his effort is appreciated. The same thing applies to the Amalgamated; it is continually endeavoring to do something for its members, and in the vast majority of cases its efforts are successful. The executive is gratified when letters are received by the general secretary containing evidence of appreciation. That is the justification of the efforts put forward for the publication of letters from members such as those that follow:—

"Permit me to thank you for your trouble in securing me a classification, also an increase of 6d. per day, on my wages. I am very pleased to belong to a union that takes such interest in its members, and I shall endeavor to induce all non-unionists to join such a worthy organization. Yours respectfully, Clarence W. Wilson, Burwood."

## THE TROUBLES OF A TICKET COLLECTOR (By Wireless.)

It is perfectly clear that the ticket collectors are not as happy as they should be. The District Superintendent (Mr. Pat Smith) received a deputation from the ticket collectors a few days ago involving ten different subjects. In passing we would venture the opinion that it is not a bad plan to interview the District Superintendent in this way, but to return to the agenda of the deputations. It is quite easy to read between the lines of the studied reply to them and conclude that there is a screw loose in the management of these men. "Conflicting orders issued in connection with the treatment of passengers travelling by a train timed to stop at a station shown on the ticket." This constitutes the first item. It is practically admitted. "The Department relies on the good sense and loyalty of the collectors to prevent any irregularities being committed by passengers." Whenever we read this we may be sure that there is a structural weakness somewhere. A man uses the good sense he happens to possess, and gets "soaked" for doing so. That was the source of the complaint, and it is confirmed by what follows. "There are so many points to be considered that hard and fast rules cannot be laid down."

"Ticket examiners give instructions to ticket collectors to allow holders of excursion tickets to travel on prohibited trains." This is also admitted to be a fact. However, then, can the ticket collector be expected to stand to his guns and carry out the regulations. He must either run amok against the examiner, or the public, who are keen to point out with offended dignity that "Mrs. So-and-so" did it. If it is a necessity the passenger should be given a form, affirming that he or she is under the special patronage of necessity; that it is a very special case, and is not a precedent. This would be preferable to putting winkers on the collectors.

Leading porters lock up first-class compartments and instruct collectors to reserve them, and subsequently order them to be opened on complaint of passengers." It is anticipated that this has to be done in anticipation that first class carriages may be required for second class passengers. If so, why not have a card attached to the carriage, and thus save the collector from being tormented by the irate first-class lady or gent. looking for a whole compartment?

"Ladies that are refused admission to smoking compartments by collectors appeal to head porters, who order their admission to a whole compartment." This is also admitted.

"I am in receipt of your letter of 7th inst. re employees receiving their annual pass after they retire from the Service. On behalf of the members of Armidale Branch, I wish to thank you for your services in obtaining for us this concession, and in doing so I feel that I am expressing the sentiments of my fellow-employees, as this information was not known to many of the men that have retired from the Service. O. McDermott, Secretary Armidale Branch."

The man-spoken to about certain Association action misunderstood the words. We have not found ticket collectors so very dense. They are, as a rule, pretty well educated, and are sent to this duty because of some minor infirmity. The general aspect of the case wears that of "ragging," and from what we hear and see of the Dist. Superintendent, it will probably cease or the source of it be removed to some other sphere of usefulness.

## THE POSTMASTER-GENERAL ON UNIONISM

Speaking at the Interstate Conference of the Federated Public Service Assistants' Association in Melbourne last week, Mr. Spence, Postmaster-General, said that he did not think there was any section of the Public Service that was not organised, though, as a unionist, he was sorry to say there were some who stayed outside. "It is," he said, "most unfair of any man in any walk of life to leave it to others to fight his battles. I never have the slightest sympathy for the non-unionist. He is a selfish kind of man who leaves the work to others. However, some change may occur in that regard."

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

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.

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Bowen's Building, Central Square, Sydney (opposite Railway Station).  
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Co-op. City 3641.  
**PRESIDENT:** F. D. CAMPBELL (Railway Per Way).

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

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

**Treasurer:** E. LAWLESS (Bookkeeping Clerk).  
**General Secretary:** CLAUDE THOMPSON.  
**Trustees:** M. A. O'DONNELL, V. G. KAVANAGH, G. ARMSTRONG.

**COUNCIL:**  
**Traffic:** J. KEARNEY, Darling Harbour; G. ARMSTRONG, Redfern; W. SARE, Redfern.  
**Per Way:** J. EYRES, Hurstville; A. J. WELDON, Granville; E. SAVAGE, Hurstville.

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J. N. HARPOUR, Railway Signals; J. B. WAREY, General Stores; H. GOODMAN, Railway Signals.

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**Tram Generally:**  
W. HARTILL, Law, Leichhardt; E. YATES, Randwick; J. KELLY, Electric Light.

**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. James, Havel-st., Albury		Meetings as summoned.
Armidale	O. McDermott, Rlyway Stn., Armidale		Caledonian Hotel, Armidale, 1st Sat. month.
Argle	G. Jansen, Rlyway Station, Argle		Bowen Bldgs., Cent. St., 4th Saturday.
Botany-rd. Siding	P. Newton, 69 Day-st., Leichhardt		Head Office, 3rd Sat.
Blackhead	Jas. Rook, Bell-rd., Victoria		4th Saturday.
Byrock	W. Turnbull, Railway Dept., Byrock		Masonic Hall, 1st Wed.
Bathurst	T. Thomas, 283 Piper-st., Bathurst		Railway Stn., 1st Tues.
Castlereagh	Thos. Morgan, Culcairn		Railway Stn., 2nd Sat.
Cootamundra	R. Murray, Post Office, Cootamundra		Lodge Room, Town Hall, 2nd Sat.
Cowra	W. Adam, Railway Station, Cowra		Head Office, 1st Saturday.
Darling Harbour	Leslie J. Kerr, 9 Sheppard-st., Darling Harbour		Head Office, 1st Saturday.
Dubbo	A. Blanning, Macquarie-st., Dubbo		Hawden's Rooms, 2nd Sat. Wednesday, 7.30 p.m.
Eveleigh	A. J. Smith, 9 Lambert-st., Eveleigh		Head Office, 1st Sat.
Erskineville	A. Lane, 34 Rawson-st., Newtown		Railway Inst., 2nd Wed.
Essendon	J. J. Griffin, Morris Est., Lidgwood		Traffic Hall, 1st Tues.
Faulmton	A. J. Lattin, 284 High-st., City		Oldfellow Hall, 2nd Sat.
Geelong	G. Warrington, Bradley-st., Geelong		Head Office, 2nd Sat.
Granville	H. Hines, Bennelong-st., Granville		Town Hall, 2nd Thurs.
Guards, Shunters, and Signalmen	J. Dickson, "Rangotees", Spencer-st., Summer Hill		Head Office, Altern. Sat.
Gundah	M. A. O'Donnell, Pitt-st., Mordale		Head Office, 1st Sat.
Harden	J. Carney, P.O. Ave., Harden		Head Office, 1st Sat.
Hornsby	N. Scouler, Albert-st., Hornsby		School of Arts, 1st Wed.
Railway Signals	G. H. Stokes, Allen-st., Sydney		Head Office, 3rd Sat.
Yarell	J. J. Jorde, Byron Siding, Yarell		W. Tamworth, R.A., 1st Sunday after each Sat.
June	W. Nicholls, Illabro-rd., June		St. Luke's Hall, June, 2nd Saturday.
Kilma	W. Walker, 5 Devonshire-st., Kilma		Head Office, 1st Sat.
Manmore	J. Dickson, c/o Railway Per Way		Head Office, 1st Sat.
Mudgee	M. Waters, Railway Dept., Mudgee		Railway Station, 2nd Wed.
Mandurama	A. R. Wilson, Rly. Pk. Way, Lyndhurst		Masonic Hall, 1st Wed.
Murrumbidgee	J. H. Miller, Little-st., Murrumbidgee		Railway Station, 2nd Sat.
Macquarie	H. Hines, 28 Cross-st., Macquarie		Head Office, 1st Sat.
Moree	A. S. Tickle, Rly. Stn., Moree		Railway Station, Moree.
Narrandera	G. E. Fraser, Cross-st., Narrandera		Waiting Room, 2nd Sat.
Nyngan	A. McWilliam, c/o D. McMahon's Carriers Arms Hotel, Nyngan		Railway Station, 2nd Sat.
Newcastle	T. Godfrey, Anderson-st., Newcastle		Trades Hall, Newcastle.
Newcastle P. Way	Peter Feenan, 32 Fern-st., Newcastle		Belle View Rooms, Newcastle West, 4th Sat.
Narrabri	Walter Tiller, Coohar-st., Narrabri		Head Office, 1st Sat.
Orange	W. H. McKinnon, Wilkes-st., Orange		Head Office, 3rd Tues.
Parsons Office Staff	T. B. Spoorow, 21 Kellock-st., Wido		Head Office, 2nd Thurs.
Pictou	A. Newton, "Thora", Argyll-st., Pictou		Gen. Waiting Room, 1st Thurs.
Pendith	W. R. Bailey, High-st., Pendith		Gen. Waiting Room, 1st Sunday.
Parkes	W. Wallace, Rlyway Per. Off., Parkes		Head Office, 1st Sat.
Queanbeyan	J. E. Monk, P.O., Royalla, via Queanbeyan		Williamsdale Plat. 1st Fri.
Redfern	S. Armstrong, 39 Septimus-st., Erskineville		Head Office, as summ'd.
Randwick	A. J. Vore, c/o Foreman Saunders, Randwick		Head Office, 1st Thurs.
Sydney	C. Leonard, Michael-st., Pyramatta		Kilway Station, 1st Thurs.
Starbuck	T. Bather, Mary-st., Singleton		Head Office, 1st Sat.
Stons	J. R. Warby, No. 15 Store, Railway Workshops, Eveleigh		Head Office, 2nd Thurs.
Tennora	H. J. Fisher, Gangee, Railway Lines, Tennora		Head Office, 3rd or 4th Monday.
Tramway Traffic	A. C. Wallace, 122 Wigram-rd., Forest		Head Office, 1st Sat.
Tram Officers	W. Harding, c/o Terrace Rd. and Riverside Cres., Dulwich Hill		Head Office, Altern. Tues.
Tram Signalmen	J. Long, Lawton-av., Bondi		Head Office, Altern. Tues.
Tram Traffic	D. Fallon, Pitt-st., Tamworth		Head Office, 3rd Mon.
Ullmo	G. Mulder, 142 Trafalgar-st., Ullmo		Head Office, 3rd Mon.
Tenterfield	A. Topley, Railway Stn., Tenterfield		Class Room, 1st Friday.
Trangie	W. R. Norman, Railway Stn., Trangie		Head Office, 1st Sat.
Ultimo Power House	V. G. Kavanagh, 61 Fowler-st., Campbelltown		Head Office, 1st Sat.
Waggon	W. Hurlst-faw, "Egiga", Balfoord-st., Dulwich Hill		Head Office, as advert.
Wollongong	M. J. O'Connell, Wollongong		Head Office, 2nd Sat.
Wong	C. C. Chapman, Howard-st., Wong		Masonic Hall, 1st Sat.
Woolongah	D. Poppy, Railway Line, Woolongah		Railway Institute, 1st Sat.
Werris Creek	E. M. Edwards, Henry-st., Werris Creek		Head Office, every 2nd Sat.
Waterfall	George Harwin, Post Office, Waterfall		3rd Tuesday
Taree	A. D. Worrell, Cornwell-st., Taree		Meetings as summoned.
Sandwich No. 2	E. Yates, "Camira", Vernon Street, Sandfield		1st Tuesday in month.
Eveleigh Car and Thos. Burns	"Cumberland-road", Eveleigh		Head Office, 2nd Wed.
Waggon	J. Kelly, 14 Rochford-st., Brimley		Meetings as summoned.
Electric Light	H. S. Carruthers, East Greta		Meetings as summoned.
East Greta	H. S. Carruthers, East Greta		Meetings as summoned.

they will do their best to make it a success.

Mr. C. A. Biffen's case was again brought up, and he explained the work he was doing. There is no doubt that this member is doing assistant furnace-man's work, but somehow he cannot get the departmental heads to give him the classification that the man who was on the work before him had.—The matter was referred back to the General Secretary, with a request that he obtain an interview with the Chief Commissioner for Mr. Biffen.

The case of Mr. Cook, who is classed as a leading laborer, at 9/- per day, was brought up. Mr. Cook explained that he was compelled by the department to place a duty stamp on his pay docket. It appeared to the meeting to be very unjust to ask a man on such a low wage to comply with this rule merely because he is classed as a leading laborer. Mr. Campbell, who was present, told Mr. Cook to send him the details of his case, and he would see what could be done in the matter.

Another matter mentioned at the meeting was the curtailment of a small privilege which the men at the Loco. Workshops have enjoyed for years, that is a few minutes to wash their hands before ceasing work. This has now been stopped. It was decided that the General Secretary be asked to write to the Chief Mechanical Engineer, asking that the men be allowed reasonable time to wash their hands at lunch time and at 5 o'clock in the evening.

A member asked a question re the boiler-makers' helpers in the work shops. The information was sought in connection with the trouble existing with the boiler-makers' outside.—The secretary informed the member that, roughly speaking, there were about 200 in and around Eve-

leigh workshops. This member then moved that the General Secretary be asked to get into touch with the Trades Hall. He understood there was a meeting of the whole of the unions in the iron trades to come to some arrangements over this matter, and he thought that the men in the workshops should be represented at this meeting in order to safeguard the interests of the members. Mr. Campbell informed the member that he would leave a note for Mr. Thompson, asking him to look into the matter.

Some discussion took place over the case of Mr. W. Metters, also on the subject of a circular re the storeman. It appears that these matters were never submitted to the branch; therefore the members were ignorant of what the grievance was.—It was decided to make no recommendation in the matter of Mr. Metters, as the council had not been made aware of the circumstances. The storeman's case was also left in the hand of the executive, and for the same reason.

Mr. D. Lockhard moved that in future the branch will refuse to deal with any grievance unless it be first considered by the branch. This was seconded by Mr. London and carried. It is to be hoped that members will take particular notice of this, because it is useless to have a branch if the members are allowed to take every little matter to the General Secretary instead of submitting it to the branch meeting first. Of course, if it were an urgent matter, it would be a different thing.

Mr. Munro stated that the following members had gone to the war:—Messrs. F. P. Nay, S. Hill, and P. J. Galvin. These names are to be submitted to the General Secretary. It was also stated that Mr. C. Madden had left the service. The following members, who were on Mr. London's list, have also enlisted:—Messrs. G. Noakes, J. Carson, W. Cousins, T. Hay, J. Wilson, and E. Dempsey. One of the first to leave was Mr. Thomas Power, who went away with the first contingent. As it is the intention of the executive to keep these members good on the books it behoves each collector to notify H.O. of any of the names of members that may enlist.

The next meeting takes place on the 3rd June, and it is desirable that a large number should attend to hear the report of the picnic delegates.

### QUEANBEYAN.

The monthly meeting of the Queanbeyan branch was held on the 7th inst.

Mr. Lineham was voted to the chair, and there was a good attendance. Correspondence was received on the question of extra gangs, and it was decided to refer the matter to H.O.

The matter of gatekeepers was left in the hands of the secretary, and a letter from Mr. Hamilton was left on the table until next meeting. Mr. Hamilton gave an instructive lecture on bulk handling of wheat and the advisability of the State Government building large granaries in which to store wheat. He was awarded a vote of thanks.

### TRAM SIGNALS.

A PAREWELL.  
The May meeting of the Signals branch, held on the 12th, was well attended. Mr. Harris presided.

Ordinary business was quickly disposed of in order to clear the way for a most important function. At 8.30 p.m. several visitors arrived, and with them the guest of the evening, Mr. R. Watkins, of the Chalmers-street signal-box. Mr. Watkins does not consider that he has done enough by sending two of his five sons to the front, but has volunteered and has been accepted himself, and by this will have left with the A.M.C.

Mr. Watkins' fellow-workers wished to show their appreciation of his action, and arranged to present him with a suitably-inscribed wristlet watch.

Mr. Geo. Harris made the presentation in a very affecting speech, referring to the many sterling qualities of the guest and to his magnificent patriotism. The tram signalmen, he said, had nobly done their duty to the Empire, no less than seven of their sons having gone to the front. These were Mr. Markham, of Foreaux-street, the two Messrs. Dorrity, of Liverpool-street, two Messrs. Hicks, of King-street, and Mr. Watkins and his two sons. Mr. Harris wished him God-speed and a safe return, feeling quite sure that he would do his duty.

After several other members had spoken to the presentation Mr. Watkins' health was drunk most enthusiastically.

Mr. Watkins, in responding, was visibly affected. He said he would prize the gift beyond anything he had. Its intrinsic value was lost in the kindly feeling of his friends in thus remembering him. He felt it was his duty to go and do his bit for the Empire in this great struggle, and, with God's help, he would not be found wanting.

The evening's serious business being ended, our artistic friends took a hand, and a most enjoyable time was spent. Mr. E. Wright was to the front. When is he ever absent in a good cause? His rendering of "The Day," "The Prayer," and several

recitations were much enjoyed. The ever obliging Mr. A.H. Sealey is always a most valuable addition to an evening's amusement. He must not be taken too seriously when giving "Fool the Noo," which, with the old Scotch song, "Roaming in the Gloaming," was much appreciated. Mr. Sealey introduced a young friend (Mr. Julius), whose contribution, I was standing at the Corner of the Street," brought down the house. The branch extends its sincere thanks to Messrs. Young, Sealey and Juhrs for their kindness in helping to entertain the gathering. After the singing of "Auld Lang Syne" and a further hand-shaking and expression of good-will the meeting terminated.

### GRANVILLE.

The monthly meeting of the Granville branch of the Association was held in the Town Hall, Granville, on the 13th inst.

There was a record attendance of members, which is largely due to the efforts of our energetic organizer and collector, Mr. C. Tye, of Clyde Loco. Sheds.

Mr. S. King (President) occupied the chair. Per. Way Branch.—Fettlers to Gangers: Sidney J. Barnett, Garah; Robert S. Barber, Moree-Inverell.

Outward correspondence was read from the branch secretary to the General Secretary re Mess Room for the accommodation of fuelmen, fitters' laborers, yardmen, shed sweepers, and laborers in the Clyde loco sheds; the transfer of Mr. Jas. Hall, leading fitter, from Bathurst branch to Granville branch; the issue of passes to fuelmen at the Clyde loco sheds; and two men being placed on short time.

Inward correspondence referred to the following subjects: The transfer of Messrs. Jas. Hall, W. J. Taylor and G. Hayes, from the Bathurst, Newcastle, and Goulburn branches respectively; from the Gen. Secretary, re delegates to the Amalgamated picnic to be held on 2nd August; the vacancy in the Council for a traffic representative; copy of correspondence from Gen. Secretary to the Chief Commissioner relative to the insufficient lighting of Clyde loco yards (this intervention was successful, the Chief Commissioner having approved of three additional lights being erected); copy of correspondence between the Association and the Department relative to shelter of fuelmen, fitters' laborers, and others at Clyde (this intervention was also successful, the Chief Commissioner having approved of these men being allowed to use the mess room previously used by the drivers and firemen, and the use of which these other men were denied); from Australian Vaudeville Artists' Federation, which has been organized to provide employment for such of the members who are temporarily unemployed owing to the existing depression.

The following new members were proposed by Mr. C. Tye, seconded by Mr. F. Smith, and accepted:—C. A. Board, fuelman, loco, Clyde; G. Cocks, fuelman, loco, Clyde; E. A. Gregory, fuelman, loco, Clyde; and T. Loydell, fuelman, loco, Clyde.

Mr. C. Tye asked that the following transfers be effected:—Messrs. D. Harper and R. McConigal from Granville branch to No. 1 branch and Scarborough branch respectively; and Mr. Jas. Martin from No. 1 branch to Granville branch. The whole of the transfers were granted.

One of our members, Mr. Walter Taylor, has answered duty's call and joined the Expeditionary Forces. We understand he will be kept clear on the books of the Association.

The delegates appointed on the picnic committee are Messrs. King and Weldon. These members will please note that the next meeting will be held at Head Office on Wednesday, 2nd June.

Mr. J. Smelling was nominated for the position of Traffic representative on the Council conditionally upon his being willing to accept the position.

Following a notice of motion given at the last meeting, Mr. C. Tye moved that this branch of the Association hold some form of entertainment, and that it take the form of a smoke social. This was seconded by Mr. Willoughby and was carried. The whole of the members present were constituted a committee, and it was decided to hold the function in the School of Arts on Saturday, 3rd July. The tickets will be 1/- each.

This committee, or as many as possible, will please meet again on Thursday, 27th inst., in the Town Hall.

Reference was made by Mr. A. Weldon of the reported loss of submarine A.E.2, and, although the report was not officially confirmed, he moved that this branch of the Association forward a letter of sympathy to the Minister for Defence in the loss of our submarine. The motion was seconded by Mr. F. Smith, supported by Mr. B. Hines, and carried unanimously.

### EVELEIGH.

The monthly meeting of the Eveleigh branch was held at Head Office on Wednesday, 12th inst. Mr. J. Wessler (Vice-President) in the chair.

The following motions were carried:—That the secretary write to the General Secretary asking him to place the case of Messrs. Jarvis and Nowles before the Executive,

## Staff Changes and Promotions

**RAILWAYS.**  
WEEK ENDED MAY 8, 1915.  
APPOINTMENTS.  
Loco. Branch.—Call Boys: H. Armitage, Hamilton; R. Woodward, Armidale. Apprentice Boiler-maker: J. E. Vincent, Honeysuckle Point.

**TRAMWAYS.**  
APPOINTMENTS.  
Electrical Branch.—Cleaners: Robert R. Stapleton, Herbert L. Garden, Robert S. H. Jones, Harold W. Hayes, James H. Peebles, Cecil G. T. Sheen, Reuben J. Ede, Kenneth Appleby, Francis C. V. Williams, Esmond J. McCarthy, Albert R. McDonald, Sidney C. Bigelow, Francis A. Lefrier, John A. Waiterson, Sydney. Shop Boy: Thomas H. Mackaway, Ultimo Power House; Charles R. Butting, Daniel J. Lankford, Randwick. Car-builder's Apprentice: Martin J. Parkinson, Randwick.

**DECEASED.**  
Traffic Branch.—Gatekeeper: Ruth Hodson, Blandford.

**PROMOTIONS.**  
Traffic Branch.—Porters (Juniors): Edward Paul, Newcastle; Esbert Jordan, East Maitland; Alvin Mills, Dora Creek; Alexander Williams, Wauchope; Albert Bruce, Newcastle; Robert Breeze, West Maitland; Athol Foster, Waco; Cyril Skelton, Gordon Barclay, Barraba. Gatekeepers: Gordon Betts, Muswellbrook; Florence Price, Uralla.

**PROMOTIONS.**  
Per. Way Branch.—Fettlers to Gangers: Sidney J. Barnett, Garah; Robert S. Barber, Moree-Inverell.

**REMOVALS.**  
Loco. Branch.—Pumper: H. Hennessey, June. Cleaners: P. Russell, June; J. Walker, Hamilton; F. W. McConchie, Stratford.

**RESIGNED OR LEFT THE SERVICE.**  
Traffic Branch.—Porter: William R. Dwyer, Bullock Island. Junior Porter: Allan Burraston, Armidale. Gatekeepers: Nellie Machonchie, Gloucester; Winifred Curtin, Uralla.

pointing out that the work that they are doing is rock-chopping, and that the matter should be brought under the notice of the Chief Commissioner, and that if no increase in wages is granted the case be placed before the Arbitration Court.

That Mr. W. J. Keating's case be left in the hands of the branch secretary with a recommendation that his arrears from the date of his resignation be wiped out. It was decided that this motion be placed before the Executive, as the mistake lies between the ex-secretary and the head office.

That the branch secretary and branch president be elected as representatives to the picnic committee.

That envelopes and paper be supplied by head office for the purpose of writing to the secretary of Newcastle No. 10 branch re fitters' assistants.

That the Association be requested to ask the Chief Mechanical Engineer to classify fitters' mates as fitters' assistants, not as laborers, as the award of No. 10 Board classifies them as fitters' assistants.

That the Association write to the Chief Mechanical Engineer concerning the water taps on No. 11 road, as they are in a dangerous place.

That the coppers used for boiling the water for the staff at the running sheds be moved to some place where they will be free from the soot and dirt of engines, so that they may be kept clean.

With reference to the motion that Mr. J. O'Sullivan be no longer a member of the branch, it was decided that as the motion is in proper form, the members of the branch do not see their way clear to rescind it.

The following new members were received into the branch:—C. Jones, A. Moriarty, Alf White, V. Verney, D. Dally, A. Watt, J. Harold, J. Brennan, W. Spellman, H. Buchanan and E. Colquhoun.

There being no further business, the meeting closed.

**TRAMWAY TRAFFIC.**  
ANSWERS TO CRITICISM.  
The monthly meeting was held at Head Office on Monday, the 10th inst., Mr. C. Clifton (vice-president) presiding.

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Rule 55, Section 1, reads:—"Any member who shall have been such for not less than twelve weeks and is not in arrears on the books of the Company more than eight weeks' dues in case of being incapacitated from following any occupation for not less than three days by sickness or accident shall be entitled to receive as sick benefits the sum of three shillings and sixpence per day or one pound one shilling per week for a period of thirteen weeks. If such incapacity shall continue beyond that time he shall be entitled to receive the sum of ten shillings and sixpence per week for a further period of thirteen weeks. If such incapacity shall continue beyond twenty-six weeks he shall receive such sum as the Directors may think fit."

**FUNERAL DONATIONS.**  
Rule 59, Section 1, reads:—"On proof of the death from any cause of a financial member who shall have been such for six months there shall be paid to his widow or next of kin the sum of twenty-five pounds or such greater sum as the Directors may determine."

**CONTRIBUTIONS.**  
Rule 54 reads:—"Every member under the age of forty years shall pay an entrance fee of one shilling, from forty years to fifty years two shillings and sixpence, from fifty years to fifty-five years five shillings, and a fortnightly contribution of one shilling, and before being entitled to any sick allowance shall have been enrolled as a member of the Company not less than twelve weeks and shall have contributed not less than six shillings. All members shall make themselves clear on the books once in every twelve months."

**Be independent of Charity. Help yourself. Join now and induce your mates to join.**  
Age limit reduced to 45 after 30th June, 1915.  
The Secretary is in attendance at Head Office, Bowen's Chambers, every Monday night between the hours of 8 and 9 p.m.

**PROVISIONAL DIRECTORS:**  
Mr. S. G. BROWN (Chairman), Randwick Work Shops.  
Mr. J. DALE, Randwick Work Shops.  
Mr. H. DAVIS, Loco. Running.  
Mr. J. EYRES, Rail. Per. Way.  
Mr. W. HARTILL-LAW, Overhead Lines.  
Mr. V. KAVANAGH, Ultimo Power House.  
Mr. J. LONG, Tram. Signals.  
Mr. J. McDONALD, White Bay Power House.  
Mr. F. NEWTON, Rail. Per. Way.  
Mr. M. A. O'DONNELL, Tram. Per. Way.  
Mr. W. SARE, Rail. Traffic.  
Mr. A. C. WALLACE, (Treasurer), Tram. Traffic.

Any further information, etc., gladly supplied by GUS MULDER, Secretary.  
142 Trafalgar Street, Annandale.

ng, but an instance was given where a driver was punished, and it was stated that some of the officers are very ready to harrass a driver who is extraordinarily careful.

It was complained that some of the officers at the crossings during the busy hours of the day were a hindrance rather than an assistance to the drivers, and in many cases an accident would result if their directions were followed.

### EVELEIGH CAR AND WAGGON.

The monthly meeting of the Eveleigh Car and Waggon Branch took place at head office on Tuesday, May 4th. There was a good attendance, and the president (Mr. Quarty) occupied the chair.

With reference to back pay, owing to the Eveleigh carriage painters the executive notified that they feel convinced that no action will lie for more than six months' back pay. The executive had to ask two men claiming back pay to call on McCoy and McCoy, scilicet, Castlereagh Street, City, and give them full particulars of the case, and if there is any possibility of taking the case into court with success Mr. McCoy will do so. It was decided that two men be appointed to call on the solicitor and lay the case fully before him.

With regard to men putting on the finishing coats of lead on roofs, finishing coats of red glaze, cutting in two colors on lantern roofs, ventilators, sizing lights and blinds for carriages, as this work is all being done under the award of the Government (Continued on page 8).

**PLENTY FOR ALL.**  
As there remain only about six weeks of the present quarter it is hoped that there will be keen competition for the various competitions announced in this issue. The competition for watches—the "All Grades" watch—will be continued until further notice. Try for a prize; they are all worth winning.

**EXCHANGE WANTED**  
Fettler, Main Southern Line, good commercial town, will exchange with Fettler, North or South Coast; wife gatekeeper. For particulars apply T. C. "Co-operator," 431 Kent-street, Sydney.

Ganger at Denman would like to exchange with any ganger at any of the North Coast towns, Wingham preferred. Apply "Ganger," Denman, or Secretary, Singleton Branch, for information.

Gland Packer and Washout Man wishes to exchange with Fitter's Mate, Boiler-maker's Helper or Gland Packer, anywhere in the metropolitan area. Apply S. TIBBETT, Loco., Murrumbidgee.

Ganger on Blayney to Cowra branch wants to exchange with any ganger on the North-west. Apply H. GIBSON, Cowra.

Thursday, May 20, 1915.

**ROSEHILL SATURDAY**

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NEXT MEETINGS:  
1915.  
ROSEBERY, Wed, May 26  
Victoria Park, Wed, June 2

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Hundreds of people have been witnesses of the cures effected by it. No one should be without a bottle. It cures the worst case in one day, internal pains in a couple of days, and rheumatism in a week. When anyone has Rheumatism over three years a large bottle is necessary; under three years a small bottle will effect a cure. Bottles 5/6, 2/6 large, post free. Procureable only from **Peter & Longmarch, 23 Pitt-st., Sydney.**

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NEXT SATURDAY NIGHT, MAY 22nd, at 8.30 p.m., World's Heavyweight Championship: **JEFF SMITH, Champion v. LES DARCY, Challenger**  
Two six-round preliminaries, commencing at 7.45 p.m. sharp. Prices: 2/- Reserved, 10/-, 5/-, 2/- to-night at 8, Boxing and Vandyke Entertainment. Monday Empire Night: **Denny Murphy v. Frank Picato**

**OLYMPIA, NEWTOWN.** Personal Direction: MR. R. L. BAKER  
FRIDAY, 21st MAY, at 8.30 p.m., 20-round Contest—Featherweights—**MARCEL LEPREUX v. SID SULLIVAN**  
Two 8 Round Contests—Tom Blackmore v. Steve Frost and Les Jackson v. Jack Lincoln.  
PRICES: 5/-, 2/-, 1/- and 10/-

NEXT SATURDAY—OLYMPIA, ELIZABETH SATURDAY EVENINGS.

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**THE TURF.**

Rosehill on Saturday.  
La Balfour and Bellara, two horses out of Chris. O'Rourke's stable, at Mascot, each scored at Newcastle on Saturday.

Nuwara Eliya, who scored at Canterbury, is twelve years old.  
Jim Jewell, trainer of Duke Alwyn, winner of the Newcastle Cup, is about the oldest trainer in the game up north.

Firm was only caught a yard from home in the Newcastle Cup. The heavy going probably accounted for her downfall.

Bob Euston was backed in the Opening Handicap at Newcastle on Saturday, but finished out of a place.

Taunter was close up at the turn in the Newcastle Cup, but only ran fourth.

Flute Player hit very hard at one of the jumps in the Hurdles at Canterbury on Saturday.

Downstream finished in good style at Canterbury on Saturday.

Nall was backed at Rosebery on Saturday, but her owner, or whoever was responsible for her going to the post, should have met with serious trouble, as the mare was barely able to canter, and at the end of the first furlong she lost over 100 yards. She ran a bad last.

Old Shaftsbury showed up at Rosebery on Saturday, but was just beaten for first place by Ostfeld.

Kukee and Gorse were good winners for the books at Canterbury on Saturday. Kukee was backed a "skinner."

For finishing second in the Hurdle Race at Adelaide on Saturday, Hobbins paid £3.3s. on the tote. Another "ad" for the machine. There are, however, good place bettors at the game in Sydney, but the public would like a shade longer odds than those offered by the majority.

First race at Ascot yesterday ran at 11 o'clock.

Malt King's brother, Gorse, easily won the Park Stakes at Canterbury on Saturday. The Malster gelding is on the small side, but a good galloper.

Kurnalpi, an ex-New Zealander, was easily too good for our Jumpers at Canterbury on Saturday.

Orzie Maid is a pretty good pony, and her rider could not have stopped her from winning at Rosebery on Saturday last.

Rosedell easily beat Galen in the Nursery Handicap at Newcastle on Saturday. The Sydney prad was made favorite, but the northern filly was too good.

**CANTERBURY.**

**Winners, S.P., Riders.**  
Kurnalpi, 4 to 1 (Graham).  
Nuwara Eliya, 5 to 2 (Lillyman).  
Gorse, 15 to 1 (Conway).  
Winacre, 5 to 1 (Wilson).  
Orama, 3 to 1 (S. Killora).  
Kirkee, 25 to 1 (S. Killora).

**ASCOT.**

**Winners, S.P., Riders, Post Positions.**  
Timagog, 10 to 1 (Bolton), 14.  
Little Nell, 10 to 1 (Stockdale), 7.  
Pittsworth Gun, 5 to 2 (Dwyer), 13.

The White Chief, 3 to 1 (Suttle), 10.  
The Soother, 7 to 1 (Braine), 13.  
Deloraine, 10 to 1 (Murray), 7.  
Pantomime, 4 to 1 (Wattersou), 11.  
Crusot, 10 to 1 (Dwyer), 17.  
Brewery Girl, 7 to 1 (Thomas), 3.  
Pearl's Fame, 10 to 1 (Moudeau), 13.  
Dunalastair, 12 to 1 (May), 3.  
Stimulus, 6 to 1 (Kerrigan).  
Ocana, 2 to 1 (Smythe).

A big programme was run through at Ascot yesterday, the first event starting at 11 o'clock.

Kitty Pye was the elect in the first division of the 14.2 Handicap, the next in demand being Sparkle, who bolted about five furlongs prior to the start, but did not get much speed up.

Kitty Pye and Gleeson were first out, and when going Gleeson just led from Kitty Pye, with Timagog, Ribbon Cake and China close up. Kitty Pye led into the straight, but Timagog finished fast and beat her nicely. Wee Loch was a good third, Gleeson fourth, Ribboucake fifth, and White Wings next.

Miss Proud looked a certain winner at the half distance in the second flutter, but her rider took things easily over the final part, and was caught napping by Little Nell. Bing Bing was a close third, and Lord Minto fourth.

Gwenie and Cully were first to show out in the first division of the Flying Handicap, and at the three furlongs Canley led from Gwenie, with Pittsworth Gun, Glenette and Superb next.

Pittsworth Gun led into the straight, and coming on won nicely from Gunreach, with Glenette a good third, and Superb fourth. Canley was fifth, and Geegela next.

The White Chief and Malt Mery were first away in the second division and when going The White Chief led by a couple of lengths from Try Again, Mlt Mery and Gratis. The White Chief was first into the straight, and coming on won nicely from Banderol, with Try Again a fair third. Carella was left badly at the post.

The Soother finished fast in the third flutter, and won nicely from Lord Hautboy, who led at the Leger. Ruby Brown finished fast in third place. Golden Tips led by two lengths at the home turn, but only led fourth place. Boree Goya was fifth, and Cariorico next.

The 14.0 Handicap went to Deloraine, who scored by a length from Glen Belle, with Rose South third, and just in front of Iola and Honeymoon. Glen Belle led by two lengths into the straight.

La Rose led to the half distance in the 14.0 Handicap, but Pantomime finished fast, and beat her by a neck. Bill Short was a fair third, and Firebell next.

Handsome Lad was first to get going in the first division of the Maiden Handicap, but Crusot was in charge at the three furlongs, and coming on won easily from Handsome Lad and Arlight, who dead heated. Crown Gem was fourth. Mimer's Daughter fifth, and Cerise Colors next.

Brewery Girl led all the way in the second division, and won comfortably from Miss Woodlark, with Catherine C a fair third.

Pearl's Fame just beat Athol Knight in the third division. Third place going to Glorious.

Athol Knight led to the Leger. Wallingford led to the straight, in the Ascot Handicap, but when fairly in the straight Dunalastair took charge, and coming on won nicely

**SPORTING SPARKLETS**

**SPARKLETS.**  
Last year's League premiers, South Sydney, just struggled home a point in front of Newtown on Saturday, the scores being 8 to 7.

Glebe had an easy win over Anandale, beating them decisively by 17 points to 5.

Glebe got busy in the second half and opened by scoring 11 points in a like number of minutes.

In the presence of about 4000 people, Eastern Suburbs brilliantly defeated North Sydney by 23 to 6.

Alfred Taplin opened the scores for North Sydney by scoring a meritorious try.

Messenger gave the Easts a start by kicking two penalty goals.

At Birchgrove Oval Balmaln fairly outplayed Western Suburbs, beating them by 24 points to nil.

Balmaln played superbly, while Wests lacked combination.

In the Second Grade matches, Surry Hills wrestled a one-point victory from Sydney, scores being 6 points to 5.

Although defeated by Randwick, Marrickville showed superiority over their victors in the second half, and were unfortunate to lose the match by one point, scores being 17 points to 16.

from Speckled Band, with Wallingford a good third, Pomeroy fourth, Geegela fifth and Rialto next.

Stimulus won the first division. The Encourage Stakes went to Stimulus, who won nicely from Pimella, with Ayr Dore a good third.

Arcona led all the way in the second division, and won easily from Sobol, with Niblo third.

**ANTICIPATIONS.**

**ROSEHILL.**

**HURDLES.**

Kurnalpi or Dust Cloud.

**AUBURN HANDICAP.**  
Willow Green or Aurifer.

**GRANVILLE STAKES.**  
Rualm or Football.

**JUVENILE HANDICAP.**  
Colugo or Bulbo.

**ROSEHILL HANDICAP.**  
Taunter or Tribobantes.

**FLYING WELTER.**  
Sweet Malt or Bellara.

**SPECIAL EFFORT REQUIRED.**

**MEMBERS SHOULD HELP.**

The present quarter will close in about six weeks' time. Members of the Amalgamated are strongly urged to make a special effort to make this quarter a good one. They may do this by promptly paying up any arrears which may be owing, and by endeavoring to enrol new members. There are a few yearly badges (medals) left. These are obtainable from branch secretaries or direct from Head Office. After 30th June, if any are left they will cost 1/- each in addition to the contributions.

The Railway and Tramway Musical Society is giving us an "Invitation Concert and Comedy," at the Institute on Saturday next. Next month the Society proposes to produce Sidney Jones's comic opera, "San Toy."

A specimen of the sheets that are being sent for use on the beds at the Netley Hospital, is on view at the Railway Institute. The sheeting is bleached and of excellent quality. In the centre of each sheet is a large red cross, and underneath it the words "New South Wales Railways," in red lettering. There are sixty beds to be supplied with sheets of this description.

**ROSEHILL RACES, Saturday 22nd May, 1915**  
FIRST RACE, 2.10 P.M.  
SPECIAL TRAINS, DIRECT TO RACECOURSE PLATFORM, WILL LEAVE AS UNDER:—  
11.20 a.m.—Horses, leaves Mascot  
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THE CO-OPERATOR.

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THURSDAY, MAY 20, 1915.

GERMANS IN OUR MIDST.

A great many things have had to go overboard since this war commenced in August last. Governments have been compelled to take action in many ways that in ordinary circumstances would have caused the Tory prints to fall into epileptic convulsions, such, for instance, as the selling of wheat and the fixing of the selling prices of commodities. The war has caused us to revise our notions and ideas and opinions. It has, for one thing, opened our eyes concerning the character of the nation with whom we are at war. A good many people in this country and in England never would believe that the Germans as a race were dominating, arrogant, uncouth and cruel, but nine months of war has proved that they are all this and much more. It is a fact beyond dispute that no nation of modern times has ever been known to conduct warlike operations with such a hog-like disregard of humanitarian principles as has the Kaiser and his swine-like army of Huns and vandals. Lord Bryce's report concerning the depredations of the Kaiser's army in Belgium provides evidence to prove that no Bashi-Bazouks from the Asiatic provinces of Turkey ever committed worse atrocities among the Christian non-combatants than they murdered and massacred and violated than have these modern Huns whom the degenerate mountebank at the head of the German nation delighteth to honor with iron crosses. The culmination of all this devilry was reached when the Lusitania was sunk and some hundreds of innocent men, woman and children were destroyed. Since that event, which was openly boasted of in Germany, there have been outbreaks of feeling against the Germans in every part of the world, and wild anti-German riots in various towns of the United Kingdom. This is not to be wondered at. The people of England are sacrificing their blood and treasure in the endeavour to make it possible for civilisation to remain on the earth. They realise that if the German ideal is to prevail in Europe it will mean the total abandonment of the ethical standard that has, since the dawn of Christian civilisation, kept the nations from sinking back into barbarism and primitive savagery. The British Government, goaded into action by public opinion, has at last awakened to a sense of its responsibilities, and has announced its intention to either intern all enemy aliens or deport them, and it is possible too that the demand for the confiscation of German property in the United Kingdom will also be granted.

The wave of indignation that swept round the roiling globe reached our shores, and everywhere we hear of workmen refusing to labor side by side with these unwholesome people. The aldermen of the Sydney City Council have passed a resolution calling upon the Government to close the German Clubs, and it was suggested that the Council should at once put its foot down upon the employment of Germans and pro-Germans. All over Australia the same feeling prevails, and there is every justification for it. In New Zealand it has been suggested that after the war importation of goods from Germany shall be prohibited, and that a poll

tax of £500 be placed on Germans coming to the Dominion. All these demonstrations of hatred against the Teutons are indicative of the fact that the British people have become disillusioned regarding the German character, and are anxious to be rid of him at any price.

Why, it may be asked, does the German come to Australia, or go to Canada or England? The only answer is that, be he a laborer, mechanic, farmer or professional man, he leaves his own country because he wishes to better himself, to earn more money, to be free from the harassing restrictions that Kaiserism surrounds him with in his own country. The fact that he stops in these countries is particularly conclusive evidence that he prefers them to his own, and one might reasonably expect him to be loyal to the Government, whether it be English, Canadian or Australian, that has treated him so well. We cannot imagine a British subject voluntarily staying in Germany at the present time, and giving expression to pro-British opinions or sentiments. In the first place, the aim of every Britisher in such circumstances would be to get out of the country, and if he didn't he would be given a dose of lead some morning before breakfast. The German unhappily has no sense of decency. He is willing to stay, and live on his host, while secretly or openly desiring his host's destruction. We do not see any reason why all Germans that are known to entertain a desire for the downfall of British arms should not be deported or interned, and why their property should not be confiscated, be they bankers, professional men or muck-rakers. If they are not for us, they are against us, and there is no room in Australia for alien enemies that boast and brag about German atrocities, whilst Australia's sons are pouring out their life's blood on our behalf. It is not so many years since the unspeakable Kaiser sent a message to the Germans of Queensland—it was the occasion of his birthday, and he had received a many-happy-returns the day message from them—telling them to retain their nationality at all costs, and advising them not to become British subjects. Needless to say, the kingly message was received with a chorus of Hoos and grunts of approval. That is the spirit manifested by many Germans in Australia to-day. Some of them are successful farmers, members of local government bodies, justices of the peace, and so on, and whilst in this free land they have attained to a position of affluence they could never have hoped to attain in their own country, they have the hide to despise the flag under which they have succeeded, and to wish for its downfall. We do not dispute the probability of their being some genuine citizens among them, but to these the above strictures do not apply. We know some of these men and would entrust with the task of leading a forlorn hope against the Germans themselves so well do they appreciate the blessings that Australian conditions have enabled them to obtain. We have known several of the other sort, too, and we have no time for them.

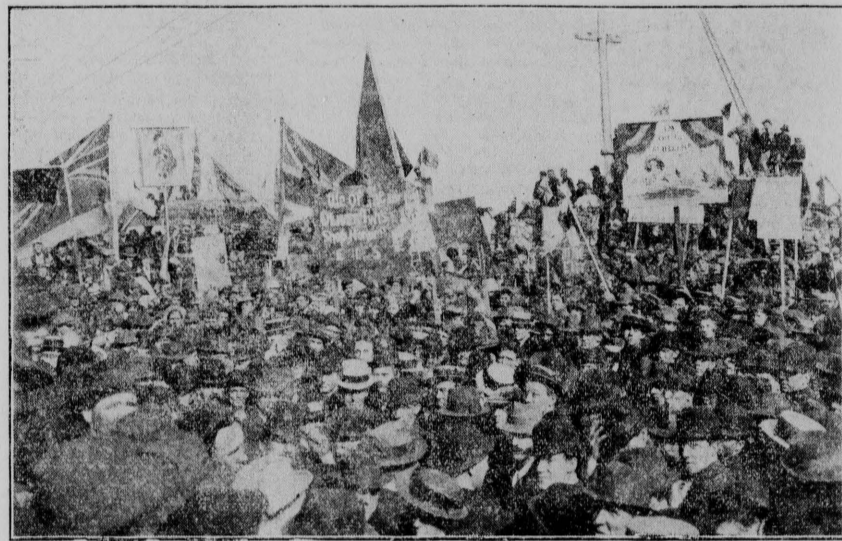
THE CUNNINGHAM MEMORIAL.

UNVEILING CEREMONY.

On Monday evening last, May 10th, the ceremony of unveiling the memorial tablet erected by the Royal Oak Lodge of the G.U.O. Oddfellows, to the memory of their late brother, Joseph Cunningham, took place. The tablet is erected in the Lodge-room at 143 Redfern-street, Redfern, and a large number of visitors were invited to be present at the Lodge meeting, which adjourned for the purpose of this unveiling ceremony. Those present included the "All Grades" President (Mr. E. D. Campbell),

The Grand Secretary (Bro. G. H. Sands) also added his testimony of the worth of the deceased brother, which, he said, had been gathered from personal contact, and the following district officers supported the remarks:—District Masters Bros. J. Jepson and W. White; Bros. S. M. Stumbleton and G. Brown, district secretary and treasurer respectively; also Bros. Kempsey and Marshall and Fast Grand Masters Kirgin and Carter, Bros. Smith (treasurer), Chamos (Warden), Barrington (Electrical Secretary), and others all of whom paid an eloquent tribute to the work performed by the late Bro. Cunningham during his connection with the Lodge.

Mr. E. D. Campbell, the "All Grades" president, was also called upon, and said that he felt it a great honor to be asked to speak on behalf of the whole of the organisation throughout New South Wales; he assured them that their father's memory was revered throughout the whole of the railway service.



General view of portion of the crowd and procession at the Eveleigh Belgian demonstration. (Photo by R. Taylor)

Messrs. Jaques (President) and Barnes (Secretary) of the Alexandria P.L.L., and Lawson (Mayor of Alexandria), Noble Grand, Bro. W. Daly, paid an eloquent tribute to the memory of the deceased brother as an Oddfellow and worker in the cause of brotherhood for nearly forty-two years. He had been a tower of strength to their institution. He asked the Grand Master to perform the unveiling ceremony.

Grand Master W. Meade said he regretted the necessity for the unveiling of the tablet to the memory of Bro. Cunningham. He had a personal and intimate knowledge of deceased for about twenty-four years, and he was ever a straight, honest and fearless member. He had many opportunities of knowing the worth of Bro. Cunningham in the various Grand and District Lodge sessions, to which he had been a delegate from time to time. He thought no higher tribute could be paid to the memory of their late brother than by the erection of the tablet, since it would be a lasting memorial of his worth, showing the esteem in which he was held. The Grand Master then lowered the Union Jack, which was draped over the memorial, unveiling a white marble tablet bearing a suitable inscription, showing that the late Joseph Cunningham was initiated into the Lodge in 1874 and died in 1914.

Mr. J. Jaques apologised for the absence of Mr. S. Hickey, M.L.A., and spoke eloquently of the many years' association with Mr. Cunningham in the cause of Labor. He said that in the political and municipal arenas anybody who had any association with Mr. Cunningham always found him a straight and a white man. Mr. Barnes also spoke in the same strain. He said that nobody knew better the worth of his old comrade than he.

The members of the late Mr. Cunningham's family presented the Lodge with an enlarged photograph enclosed in a handsome oak frame, to be hung in the Lodge-room, and this was accepted by Bro. Daly, on behalf of the Lodge, acknowledging the gift in very feeling terms. He said it was largely due to the late Bro. Cunningham's foresight and energy that they now owned the large and handsome Lodge-room in which they were gathered.

THE BONUS SYSTEM

Commenting on the resolution of the Amalgamated Council to protest against the piece work system, bonuses, and speeding-up generally, a service employee says:—"The bonus system was introduced at Randwick some five years ago. For a time some of the men made as much as 16s. per day—at the cost of their fellow workmen. When the various armatures were cut out and new ones took their place, and the bonus was reduced, with the result that under a sweating system the men could not earn the ruling rate of wages outside. Some time ago the electrical engineer visited the armature shop and received a shock when he saw the men working as if the fate of the universe depended upon the work they had in hand being completed before knock-off time, and giving themselves

time to wounds received during the process of their frantic labors. When the engineer returned to his office he summoned three of the men to him and asked them if they could suggest a plan to pre-empt an extreme. After this the outside rate of wages was paid to the armature winders, but the bonus system was extended to the repairing of armatures, with the result that four men have been transferred to the electric mechanics' department at reduced wages. The position is that the armature winders are earning above the flat rate at the cost of others that are being transferred to the electric mechanics' department or getting the sack, or the electric mechanics receive 11s. 8d. per day, and the armature winders 12s. 4d., plus the bonus. In these distressful times would it not be better to abolish the bonus and put the other men on winding again?

Then again when a man asks the leading hand for a job and is given an armature to repair, a certain time is put down in a book, within which the job must be completed. The man entrusted with the job is quite ignorant of the time allowed him, and, as a matter of fact, neither he nor anyone else can tell how long the repairs will take; but the system acts as a speeding-up whip with which to flog the men.

The bonus system was applied to the turners, but when they received it they returned it to the office on the recommendation of the Amalgamated Society of Engineers. Among others that have been "speeded-up" are the lifters and fitters' assistants, and it is rumored that the objectionable bonus system is going to be introduced into the electric fitting shop and other shops are to follow."

According to this correspondent there is every justification for the council to take up the matter with the object of having the system wiped out.

PERSONAL.

Porter Stant is to take up duty as signman at Bull Crossing. He had a slice of hard luck a few weeks back, so we trust he is once more in the sunshine and will prosper on the South Coast.

King Death has been busy again in the shunters' ranks. On Saturday night he harvested a good fellow in Shunter Cahill, who was cut up badly at Clyde. We offer our sympathy to his kith and kin.

Private Dilley, who was killed in action at Gallipoli, was a porter on the suburban, and at one time worked at the Parcels, under the "only Jones."

At an examination at the Railway Institute Branch at Picton, Mr. W. F. Kerridge scored 80 per cent. for locomotive engine driving, and 91 per cent. for Westinghouse brake. Mr. D. W. Jupp, for locomotive engine driving, scored 82 per cent. and 89 per cent., respectively. Both carry honors. Mr. A. T. Sayle, for locomotive engine driving, scored 85 per cent.; first grade certificate. Mr. Woodward, for Westinghouse brake, made 91 per cent. with honors. In the Traffic branch Mr. Ferry secured 76 per cent. for coaching, and 73 per cent. for goods, which secures two first grade certificates.

Conductor Ike Teasdale (formerly guard) has been an inmate of the Prince Alfred Hospital for some time. If the good wishes of his many friends are of any avail, he will soon be about again.

Guard A. E. Mitchell is also on the sick list. He was off for three months owing to illness, and had only returned to duty for three weeks when he was again compelled to lay off owing to indisposition. Mr. Mitchell is an old and valued public servant, and his return to good health is a consummation devoutly to be wished.

HOSPITAL FUND PERSONALS.

At the Gas Department the other day Mr. James White was the central figure in a neat little recognition ceremony. He has recently resigned as a Hospital Fund collector owing to ill health, and the burden imposed by other duties. His friends at the gas works marked their appreciation of his services by presenting him with a handsomely bound set of Macauley's works, and a copy of Von Bernhardt's latest war rhapsody on German methods of murder.

Mr. P. Farquharson, coaching clerk at Temora, is about to move out and upward in grade. He is a smart hand who graduated at Coota, and evidently passed at Temora with honors. He is a live Hospital Fund collector, and took his interest with him to both stations, and did well.

An old railway man in the person of Mr. Michael Donohoe, of Campbelltown, died on Sunday after a lengthy illness. Mr. Donohoe had a very long period of service to his credit when he was compelled through ill-health to resign a few years ago.

Competitions PRIZES FOR NEW MEMBERS Free Watches Good Goods THERE IS ONE HERE FOR YOU

With the object of inducing Branch officers, collectors and others, to strive for new members, the Executive decided to institute prizes for a series of competitions. FREE TO ALL. No special entry is required for these competitions; they are open and free to all who comply with the rules laid down. At the last meeting of the Executive consideration was given to a number of organising schemes. Finally it was decided that, in addition to the appointment of Mr. R. Corish as District Organiser, members, branch officers and collectors throughout the State should be offered special inducements to do independent organising work. With this end in view, it was resolved to donate a series of prizes for those introducing new members.

ALL COMERS' COMPETITION FOR "ALL GRADES" WATCHES.

Any member of the AMALGAMATED introducing twelve new members will be presented with the "All-Grades" watch, a handsome, reliable time-piece, "made in America." These are obtainable in gunmetal, nickel or gold plate; they are good to look upon, useful and serviceable to own. The possessor of one of these will be really an "All-Grades" man.

HERE IS THE "ALL GRADES" WATCH.

TO BE GIVEN AWAY FREE. General Description of the "All Grades" Watch. A Regular 18 size gent's Watch, Keyless stem wind and stem set, inert pivots, American lever escapement, men's quick train—240 beats per minute, short wind and long run, runs 29 to 35 hours with one winding; hour, minute and second hands, open face, heavy bevel, crystal snap, bevel and snap back. "Chloe" of Roman or Arabic dial.

Isn't it a beauty? One of them is yours for 12 new members, and another is yours for your boys for each additional twelve members. Try for one. Start off now.

ADDITIONAL PRIZES.

For those who obtain 15 new members a handsome case as well as an "All-Grades" watch will be presented. This will readily convert the article into a bedroom clock, which will look well on the dressing table.

HERE IT IS

TO BE GIVEN AWAY FREE. Surely it is worth winning. OTHER PRIZES. For those who have won one or more "All-Grades" watches or bedroom clock cases, there will be other prizes available of an equally valuable character. These may be selected and obtainable instead of the watches should the winners so desire. Nor is this all. In order to encourage Branch Officers, the Executive has decided to offer a series of special prizes as an extra inducement for obtaining new members and disposing of what remains of 400 yearly badges (medals).

SPECIAL PRIZES.

COMPETITION No. 1. (For Country Branch Secretaries Only.) Five prizes for Branch Secretaries whose branches dispose of best percentage of yearly badges for the April-June quarter, 1915 (decided according to percentage of branch membership, Dec., 1914). Total value £2/10/-. These are good prizes.

COMPETITION No. 2. (For City Branch Secretaries and Collectors.) Five prizes for those disposing of the most yearly badges for the April-June quarter (to be decided according to percentage on lists). Total value £2/10/-. These are surprising prizes.

COMPETITION No. 3. CONSOLATION PRIZES. (Open to All.) Ten prizes to be awarded to the most meritorious non-winners in the foregoing. Total value £5. No special entries are required, but all prizes for competitions 1, 2 and 3 must be claimed before 30th June, 1915.

RULES.

For the prizes and competitions the following rules have been decided upon:— In shops, depots and districts, where there are regular collectors, money and names of new members, showing private and departmental address and grade, must be handed to Branch Secretary or Collector, who will issue the quarterly tickets and certify to Head Office, Central Square, Sydney. Usual commission will be allowed to collectors on these collections. In places where there are no collectors, money and names, showing the particulars mentioned above, may be sent direct to Head Office. No bringing in to be allowed. The watches will be sent out as received from the makers; no responsibility is accepted for them after they leave Head Office. No complaints in condition or breakages will be considered. In the case of city branches, no prizes will be considered. Branch Secretary or Collector has actually paid the money for the members on whose behalf a claim is made, into Head Office. In the case of country branches no prizes will be awarded until the returns are sent in. No prizes will be sent out until the Branch Secretary or Collector certifies as to the correctness of claims. Two juniors or two women to count as one member. Members already on the books of other branches will not be allowed for. Transfers from one Branch to another will not be counted as new members. Members unfinancial in one Branch attempting to join as new members will not be counted. All disputes or matters involving the interpretation of these rules to be settled by a committee consisting of the President and General Secretary, whose decision shall be final. The competition for the special and consolation prizes will conclude on 30th June, 1915. The competition for the watches to continue until further notice. No questions will be answered regarding these rules. Disputes—if any—will be settled as they occur; therefore, don't waste time and stamps in correspondence—go in and win the prizes. It is to be hoped that all members of the AMALGAMATED will endeavor to win one or more of these prizes. Head Office has the goods, and the Executive is anxious to distribute them to members. Do your best to lift one or two of these desirable prizes; they are yours for the winning. If you would like one of these beautiful watches, but cannot comply with the above rules, the Association will sell a limited number at the wholesale price of 12/6 each, post free. CLAUDE THOMPSON, General Secretary, Central Square, Sydney, 13th April, 1915.

JUDGMENT DAY.

UNFINANCIAL MEMBERS MULCTED IN FINES AND COSTS.

The General Secretary of the Amalgamated (Mr. Claude Thompson) appeared before the Court at Sydney on Monday, and, after proving the debts, obtained judgment against two members of the Newcastle Branch who persistently refused to pay their contributions and defied the Union. The particulars in each case are as follows:—

The Amalgamated v. G. McLennan, Gland Packer, Hamilton Loco. (Plaint No. 4166 of 1915), thirteen (13) quarters' contributions from January, 1912, to March, 1915, £1/19/-. Defendant was fined £1 for allowing his contributions to go more than twelve months in arrears. Therefore the Amalgamated obtained a verdict for £2/13/-, fine and contributions, and 11/10 costs, a total of £3/4/10.

Amalgamated v. W. J. Grierson, Railway Porter (Plaint No. 4192), 14 quarters' contributions, from December, 1911, to March, 1915 (less payments 15/-), £1/7/-. In this case the defendant was also fined £1 for allowing his contributions to accumulate for more than twelve months, and was mulcted in 11/10 costs. The Amalgamated therefore obtained a verdict for a total of £2/18/10.

The Chief Commissioner in other cases has already decided that all employees must pay their debts. The names of Grierson and McLennan have been sent on to the Acting Commissioner, who will give the men the option of paying their debts or leaving the Service.



You want a new Suit.

You want it made to measure.

You want it at a reasonable price.

You really want an "Austral" Sac Suit at £3 : 3 : 0.

Made from best Marrickville All-Wool Tweed or finest imported British material. "Austral" Suits are the Standard for Australian manhood. Other prices 70/-, 75/-, Handmade 84/-, 90/-, 95/-, 105/-, 115/-, 126/-

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Gowing Bros Pioneer Distributors of Australian Goods 484-490 George St. 3-17 Royal Arcade SYDNEY.

THE RAILWAY AND TRAMWAY HOSPITAL FUND

A meeting of the Railway and Tramway Hospital Fund Committee was held in the Railway Institute on the 14th inst., when there were present: Mr. W. H. Swain (President), Messrs. G. I. Keadle, W. J. Carr, and G. V. Wright (vice-presidents), Mr. James Smith (treasurer), Mr. Robert Bowmaker (auditor), Mr. W. A. Chubb (sec.), and the following committee: Mr. R. D. Wright (Audit Office), Mr. George Wray (Divisional Engineer's Office), Mr. Norman Raudson (Inspector Leck's Office), Mr. O. Joyce (Spring Shops, Eveleigh), Mr. J. H. Nicholson (Car and Wagon Shops, Eveleigh), Mr. R. A. Long (Trams, Ultimo), Mr. C. Coomber (Electrical Trams, Fort Macquarie), and Messrs. S. Hinsen and F. Ardill (Elec. Trams, Randwick).

Table with financial data for the Railway and Tramway Hospital Fund, including columns for various items and their respective amounts.

THE CASE OF MCGUIRE AND ARCHIBALD.

Mr. James Smith wished to know if the Committee had considered the case of McGuire finally. McGuire had been a member of the Fund for many years, but was not a member of the Fund last year. He had been ill for five months last year, and was in hospital since the commencement of the present financial year. During the time he was in hospital he had applied for a ticket, and the collector had issued him one—that is, for the current year.

TRUCK SHORTAGE.

THE WAY OUT: DUPLICATION

"Points" unburdens himself as follows:—

Mr. Chudleigh, Locomotive Inspector, was not on the point at Picton the other day when he observed that considering it took six or seven months to grow produce they should not be expected to remove it in two or three days. Of course the man who has to wait six or seven months, and toll from daylight until dark, to get a crop to grow, wants to score when his tide is at the flood, particularly when he has to pay the interest due on the money borrowed with which to make a start on the land. The point is to weigh carefully what chances the fellow has of reaping at the end of the six or seven months, and be prepared to give him all the assistance we can to exchange it for gold in the markets of the State. That is our part of the bargain, and when the main trunk lines are duplicated we shall be able to meet this obligation; but not until then. Our Commissioners are native born, and know this to be the only way out.

It is estimated that the removal of starving stock to and from their home stations involved a loss to the railways of £250,000 this year, and, in the majority of cases, the men served are they who denounce the Government stroke, and loudly speculate on what the railways would do if managed by a private company. In the first place, they would not carry their starving stock at a loss. The dividends would be the first consideration, and the manager who could not provide six per cent. would be asked. We are satisfied to make roads meet, and in times of drought, owing to the concessions given, it is a difficult thing to do. Then, when good seasons do swell the earnings beyond the interest on the capital, it is handed back in the form of reductions in freight and fares. State-owned railways are the envy of the old world. Millions will yet be spent in buying the people's only means of mobility and transport in England. France and Germany have already spent a few in forcibly buying up paying companies, and despite the censure of ready-made critics, this form of the dreaded "Otopcean Socialism" will continue to grow.

The secretary reported that he was well satisfied with the progress of the work, owing to the good work performed by the collectors, he was able to pay over £1100 to the treasurer. He had secured three new collectors on the Deviation works, and the stations were taking active interest in securing the enrolment of their own staff.

ACCOUNTS.

Accounts were presented and passed for payment as appended hereto. The secretary reported that he had applied to the Ballina District Hospital to come under the Funds agreement. They had a lot of subscribers in the North Coast districts, and it would be to their advantage. His action was endorsed.

GENERAL BUSINESS.

The secretary read the notice of motion on the business paper: "Mr. Wright to move that the wives of employees, who were also employees, be allowed to join the Hospital Fund." Mr. Wright said that since he moved the motion, he was reminded that it might not be considered in order, because the Committee could not alter the constitution. Mr. Bowmaker took the point of order, and considered the discussion would be wasted, because it was not in the power of the committee to deal with the question. The president ruled that Mr. Wright was in order in bringing the matter before the committee, but the committee could only make a recommendation to the annual meeting that such a step be taken, and he would advise Mr. Wright to obtain the permission of the meeting to add that to his motion. The secretary said he thought the matter was ultra vires. Unless it could be shown that rule 2 had been annulled by an annual meeting, the committee had no power to prevent any employee from becoming a member. After debate the motion was withdrawn, and it was decided to appoint a committee to revise the rules, such committee to be composed of the Executive of the Fund.

SUMMARY OF ACCOUNTS.

Table with financial data for the Hospital Fund, including columns for Name of Hospital, No. of days, and amounts.

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The minutes of the previous meeting were read and confirmed. The General Secretary reported that all matters that he had been instructed to attend to at the last executive meeting had been attended to. A member of the Executive mentioned that the Chief Commissioner had allowed the Per. Way men to make up the 1 1/2 hours lost through changing from the two-break system to the one-break system.

GUARDS AND SHUNTERS' COLLECTIONS.

It was resolved that our collector, Mr. E. Scanlon, be requested to continue collecting for the "All Grades." It was resolved to thank Mr. Scanlon for his successful efforts.

ESK BANK RECOMMENDATIONS.

The following recommendation was received from the Eskbank branch:—

"That the contributions be increased from the present rate, 3/- per quarter and 12/- per year, to 3/6 per quarter and 14/- per year, as this branch considers the present contribution is too small to allow of the best results being obtained for members, and also supply a weekly paper. Increased contribution to be mainly used for organising purposes, in addition to the benefits of increased membership, bring the branches more in touch with each other so that they will have a better knowledge of their respective grievances, and thereby enable them to present a united front to have them redressed."

GET INTO LINE.

Every person possessing a sense of the fitness of things has a supreme contempt for the man who, while willing to profit by the struggles of others, is unwilling to put up a fight himself. In the realm of industry there are many such men. The unionists do the fighting and endure the hard knocks, and suffer the inconveniences and make the sacrifices, and when, as a result of their bitter struggles, better conditions and higher wages are secured, the other fellow has a front enough to come along and expect to be allowed to share in the spoils of victory. The pity of it is that if objection is made to his being allowed to participate in the benefits so dearly won he poses as an ill-used person, and the Tory papers take up his case and print columns about the arrogance of unionism and all that sort of piffle.

What is the British Empire at the present time but a big union of men of the same blood, and what is it doing but struggling manfully to maintain its right, and the rights of others, to "life, liberty and the pursuit of happiness"? It is assailed by a power that would crush and strangle free institutions and make men the slaves of a military bureaucracy. It is engaged in a prodigious struggle to decide, incidentally, whether Australia shall be allowed to develop as a free democracy or whether it shall be ground under the iron heel of a square-headed race of military-munitionists. If the British race-union wins it will be owing to the fact that men were found willing to fight, to suffer, to die if necessary, for the sacred cause of their nations and the world's liberty.

The matter therefore reduces itself to this, that no man who is qualified to fight, and whose circumstances permit him to do so, should hesitate to shoulder his burden and go to the front. The man that can go and won't go is in exactly the same position as the non-unionist; he is willing to share in the advantages that other men are sacrificing themselves to procure for him. He is willing to allow his comrades to suffer privation and pain and an agonising death in an enemy's country in order that his freedom and his comfort may be assured. He is really eating the part of a scab and a cocktail. In France, Germany, Austria, Russia, Japan and Servia qualified men are not consulted as to whether they want to go to the front or not. They must go, willy nilly. Thanks to the patriotic spirit manifested by tens of thousands of Britishers in every part of the world, this use of force, which is foreign to British sentiment, has not proved to be necessary. But the fact remains that in Australia, as perhaps elsewhere, there are far too many suitable men that are so devoid of any sense of responsibility or of any patriotic feeling that they are quite prepared to allow others to sacrifice themselves on their behalf. The time may come when "the man who stayed behind" and allowed his mates to bear the brunt of the battle in this great world war will be looked upon with the same degree of contempt as is the man that refuses to fight for better industrial conditions, but is willing to accept them when his mates have won them for him.

Labor Minister Hoyle scored one on the time-table growers last week the public wanted an explanation of the reason why the train service failed during the march past of our Turkey catchers. A long, ponderous and technical report supplied, terminated with the reminder that in other countries it was considered good work to show 50 per cent. of trains running to tabled time. In New South Wales the percentage was 80 per cent., which constituted a record.

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GUARDS AND SHUNTERS' COLLECTIONS.

It was resolved that our collector, Mr. E. Scanlon, be requested to continue collecting for the "All Grades." It was resolved to thank Mr. Scanlon for his successful efforts.

ESK BANK RECOMMENDATIONS.

The following recommendation was received from the Eskbank branch:—

"That the contributions be increased from the present rate, 3/- per quarter and 12/- per year, to 3/6 per quarter and 14/- per year, as this branch considers the present contribution is too small to allow of the best results being obtained for members, and also supply a weekly paper. Increased contribution to be mainly used for organising purposes, in addition to the benefits of increased membership, bring the branches more in touch with each other so that they will have a better knowledge of their respective grievances, and thereby enable them to present a united front to have them redressed."

GET INTO LINE.

Every person possessing a sense of the fitness of things has a supreme contempt for the man who, while willing to profit by the struggles of others, is unwilling to put up a fight himself. In the realm of industry there are many such men. The unionists do the fighting and endure the hard knocks, and suffer the inconveniences and make the sacrifices, and when, as a result of their bitter struggles, better conditions and higher wages are secured, the other fellow has a front enough to come along and expect to be allowed to share in the spoils of victory. The pity of it is that if objection is made to his being allowed to participate in the benefits so dearly won he poses as an ill-used person, and the Tory papers take up his case and print columns about the arrogance of unionism and all that sort of piffle.

What is the British Empire at the present time but a big union of men of the same blood, and what is it doing but struggling manfully to maintain its right, and the rights of others, to "life, liberty and the pursuit of happiness"? It is assailed by a power that would crush and strangle free institutions and make men the slaves of a military bureaucracy. It is engaged in a prodigious struggle to decide, incidentally, whether Australia shall be allowed to develop as a free democracy or whether it shall be ground under the iron heel of a square-headed race of military-munitionists. If the British race-union wins it will be owing to the fact that men were found willing to fight, to suffer, to die if necessary, for the sacred cause of their nations and the world's liberty.

The matter therefore reduces itself to this, that no man who is qualified to fight, and whose circumstances permit him to do so, should hesitate to shoulder his burden and go to the front. The man that can go and won't go is in exactly the same position as the non-unionist; he is willing to share in the advantages that other men are sacrificing themselves to procure for him. He is willing to allow his comrades to suffer privation and pain and an agonising death in an enemy's country in order that his freedom and his comfort may be assured. He is really eating the part of a scab and a cocktail. In France, Germany, Austria, Russia, Japan and Servia qualified men are not consulted as to whether they want to go to the front or not. They must go, willy nilly. Thanks to the patriotic spirit manifested by tens of thousands of Britishers in every part of the world, this use of force, which is foreign to British sentiment, has not proved to be necessary. But the fact remains that in Australia, as perhaps elsewhere, there are far too many suitable men that are so devoid of any sense of responsibility or of any patriotic feeling that they are quite prepared to allow others to sacrifice themselves on their behalf. The time may come when "the man who stayed behind" and allowed his mates to bear the brunt of the battle in this great world war will be looked upon with the same degree of contempt as is the man that refuses to fight for better industrial conditions, but is willing to accept them when his mates have won them for him.

Labor Minister Hoyle scored one on the time-table growers last week the public wanted an explanation of the reason why the train service failed during the march past of our Turkey catchers. A long, ponderous and technical report supplied, terminated with the reminder that in other countries it was considered good work to show 50 per cent. of trains running to tabled time. In New South Wales the percentage was 80 per cent., which constituted a record.

DUTIES OF "ALL GRADES" OFFICERS'

DISTRICT ORGANISER

All members, before coming into the Association, must adopt the procedure laid down in the rules—i.e., exhaust the department. The District Organiser will interview and meet members with grievances. He will advise, instruct and help them in the proper presentation of their cases, but will not be letter-writer in general for the men. All grievances must come through branches, as provided for in the rules. The District Organiser will not neglect organising work to meet members at Head Office. Those who wish help in collecting or organising should see the District Organiser or write to the General Secretary. All letters to be addressed to the General Secretary. The District Organiser may be interviewed during the following hours:—Thursday, 5 until 6 p.m.; Friday, 5 till 6 p.m.; Saturday, 9 till 1 p.m.; and other convenient times by special appointment.

THE GENERAL SECRETARY

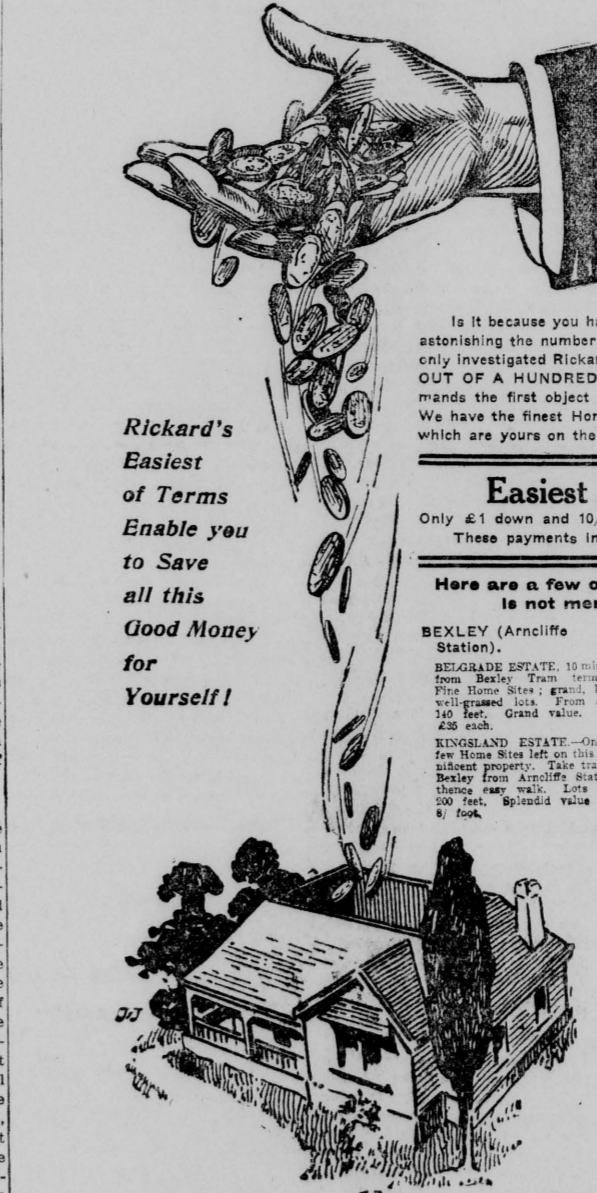
The General Secretary will conduct all appeals before Board and C. C. Wages Board, inquiries, deputations, board cases, legal work, correspondence, conferences, interview country members and meet branch secretaries and collectors, and attend to the general superintendence of the work of Head Office. The General Secretary cannot meet members individually. They must bring their grievances before their branches, or the urgent matters to the District Organiser. The General Secretary will interview metropolitan branch secretaries and collectors and members of country branches during the following hours:—Monday, 9 a.m. to 10 a.m.; Friday, 4 p.m. to 5 p.m.; Saturday, 9 a.m. to 1 p.m.

A DISCLAIMER

Resolution from Branch No. 10: "That Mr. E. H. Jones, collector at tramway depot, Newcastle, has never said anything at any time or at any of the meetings of this Association about the characters of the members; that he only mentioned (when asked if he had received any contribution from Mr. B. Bott, cleaner) that he had not received any money at all from that gentleman since he was appointed collector for the branch; and that he said nothing else whatever regarding Mr. Bott or his character, but that he had paid nothing off his arrears." Signed—H. A. PREWITT, President. THOS. GODFREY, Branch Sec.

A DISCLAIMER

pointed collector for the branch; and that he said nothing else whatever regarding Mr. Bott or his character, but that he had paid nothing off his arrears." Signed—H. A. PREWITT, President. THOS. GODFREY, Branch Sec.



Rickard's Easiest of Terms Enable you to Save all this Good Money for Yourself! Is it because you have not given serious thought to your own future welfare? It is astonishing the number of people who have been careless in this direction, yet if each only investigated Rickard's Easiest of Terms we confidently assert that NINETY-NINE OUT OF A HUNDRED WOULD NEVER PAY RENT A DAY LONGER. Thrift demands the first object in life is to make your home secure by making it all your own. We have the finest Homesite Estates in the healthiest suburbs, a lot, or lots, on any of which are yours on the following Easiest of Terms. Easiest of Terms. Torrens Title. Only £1 down and 10/- a month (just 2/6 a week) for each £25 worth purchased. These payments include both Principal and Interest at 5 per cent. per annum. Here are a few of our Homesite Estates—if the suburb you prefer is not mentioned, call or write, and ask us about it. BEXLEY (Arncliffe). REGINA ESTATE. 10 minutes from Bexley. Fine Home Sites; grand level. Splendid lots. From 60 x 140 feet. Grand value. Only £25 each. KINGSLAND ESTATE—Only a few Home Sites left on this magnificent property. Take tram to Bexley from Arncliffe Station, then these easy walk. Lots 60 x 100 feet. Splendid value from 8/- each. GREENACRE PARK ESTATE. BANKSTOWN. Has the advantage of being between two stations, only a short distance from either; runs back from Liverpool Road. Home Sites, from 60 x 200 feet, from 14/- each. FIVE DOCK. FAIRLIGHT ESTATE. Fronts Abbotsford tramline. Fine views of Paramatta River. Home Sites, 40 x 150 feet, for 84/-, from 42/6 each. Five years lease. FAIRLIGHT EXTENSION ESTATE. Extends from Five Dock Park down to the Paramatta River. Only 6 minutes from Tram, Post Office, School, Stores, etc. Home Sites, 50 x 117 feet, from 40/- each. HURSTVILLE. HURSTVILLE. HOME SITE. The Home Site, 60 x 160 feet, from 9/6 each. Not 50 minutes from station. Fine elevation, commanding wide panoramic views of the surrounding suburbs, also Botany Bay and George's River. Soil is excellent for gardens, lawns. Selling fast, but every lot good and exceptional value at 9/6 each. MARINE VIEW. A pretty situation, overlooking the finest stretch of George's River, including Como, etc. an ideal spot for a Home Site, special features being the natural facilities for outdoor and aquatic pleasure. Lots from 60 x 240 feet, from 14/8 each. AUBURN-CLYDE. LONGVIEW ESTATE. Within a few minutes of Clyde, Auburn, and Granville stations. Splendid parklike land. Lots 40 x 142 feet, from 9/- each. GUILDFORD. GREENLAWN ESTATE. A picked property in this growing suburb, only 10 minutes from station. Lots, 64 x 150 feet, from 21/6 each. GUILDFORD DOWNS ESTATE. Consists of five level Home Sites, 40 x 145 feet, not far from station, and fronting good roads. Magnificent value, from £11/9 each. AUBURN-CLYDE. LONGVIEW ESTATE. Within a few minutes of Clyde, Auburn, and Granville stations. Splendid parklike land. Lots 40 x 142 feet, from 9/- each. ALSTON PARK ESTATE. One of the finest Residential Estates we have had in this country—occupying a delightfully elevated situation on a gentle, grassy slope, right at Bexley Tram Terminus. This fine service runs every half-hour from Arncliffe Station (on the Hurstville line, only 15 minutes from the city). Bexley is a charming, healthy suburb, going ahead by leaps and bounds. This splendid Home Site Estate is now being offered at the absurdly low price of only 20/- foot. HARRISFIELD. DOBROYD POINT ESTATE. A magnificent situated Residential Property in the Haberfield portion of the Municipality of Ashfield. An absolutely level, well-grassed estate of excellent garden soil. Streets and roads are boulevarded, giving a most charming outlook from every point of the Estate. Bexley Canal (upon which the Bexley Regatta will in future be a yearly feature) fronts the property. Fine lots, with perfect drainage, from 60ft. x 150ft., 45/- a foot. Easiest of terms. The Password to Prosperity—Rickard & Co. Ltd. Reality Specialists. SYDNEY.

"Why Do You Pay Rent?"

Is it because you have not given serious thought to your own future welfare? It is astonishing the number of people who have been careless in this direction, yet if each only investigated Rickard's Easiest of Terms we confidently assert that NINETY-NINE OUT OF A HUNDRED WOULD NEVER PAY RENT A DAY LONGER. Thrift demands the first object in life is to make your home secure by making it all your own. We have the finest Homesite Estates in the healthiest suburbs, a lot, or lots, on any of which are yours on the following Easiest of Terms. Easiest of Terms. Torrens Title. Only £1 down and 10/- a month (just 2/6 a week) for each £25 worth purchased. These payments include both Principal and Interest at 5 per cent. per annum. Here are a few of our Homesite Estates—if the suburb you prefer is not mentioned, call or write, and ask us about it. BEXLEY (Arncliffe). REGINA ESTATE. 10 minutes from Bexley. Fine Home Sites; grand level. Splendid lots. From 60 x 140 feet. Grand value. Only £25 each. KINGSLAND ESTATE—Only a few Home Sites left on this magnificent property. Take tram to Bexley from Arncliffe Station, then these easy walk. Lots 60 x 100 feet. Splendid value from 8/- each. GREENACRE PARK ESTATE. BANKSTOWN. Has the advantage of being between two stations, only a short distance from either; runs back from Liverpool Road. Home Sites, from 60 x 200 feet, from 14/- each. FIVE DOCK. FAIRLIGHT ESTATE. Fronts Abbotsford tramline. Fine views of Paramatta River. Home Sites, 40 x 150 feet, for 84/-, from 42/6 each. Five years lease. FAIRLIGHT EXTENSION ESTATE. Extends from Five Dock Park down to the Paramatta River. Only 6 minutes from Tram, Post Office, School, Stores, etc. Home Sites, 50 x 117 feet, from 40/- each. HURSTVILLE. HURSTVILLE. HOME SITE. The Home Site, 60 x 160 feet, from 9/6 each. Not 50 minutes from station. Fine elevation, commanding wide panoramic views of the surrounding suburbs, also Botany Bay and George's River. Soil is excellent for gardens, lawns. Selling fast, but every lot good and exceptional value at 9/6 each. MARINE VIEW. A pretty situation, overlooking the finest stretch of George's River, including Como, etc. an ideal spot for a Home Site, special features being the natural facilities for outdoor and aquatic pleasure. Lots from 60 x 240 feet, from 14/8 each. AUBURN-CLYDE. LONGVIEW ESTATE. Within a few minutes of Clyde, Auburn, and Granville stations. Splendid parklike land. Lots 40 x 142 feet, from 9/- each. GUILDFORD. GREENLAWN ESTATE. A picked property in this growing suburb, only 10 minutes from station. Lots, 64 x 150 feet, from 21/6 each. GUILDFORD DOWNS ESTATE. Consists of five level Home Sites, 40 x 145 feet, not far from station, and fronting good roads. Magnificent value, from £11/9 each. AUBURN-CLYDE. LONGVIEW ESTATE. Within a few minutes of Clyde, Auburn, and Granville stations. Splendid parklike land. Lots 40 x 142 feet, from 9/- each. ALSTON PARK ESTATE. One of the finest Residential Estates we have had in this country—occupying a delightfully elevated situation on a gentle, grassy slope, right at Bexley Tram Terminus. This fine service runs every half-hour from Arncliffe Station (on the Hurstville line, only 15 minutes from the city). Bexley is a charming, healthy suburb, going ahead by leaps and bounds. This splendid Home Site Estate is now being offered at the absurdly low price of only 20/- foot. HARRISFIELD. DOBROYD POINT ESTATE. A magnificent situated Residential Property in the Haberfield portion of the Municipality of Ashfield. An absolutely level, well-grassed estate of excellent garden soil. Streets and roads are boulevarded, giving a most charming outlook from every point of the Estate. Bexley Canal (upon which the Bexley Regatta will in future be a yearly feature) fronts the property. Fine lots, with perfect drainage, from 60ft. x 150ft., 45/- a foot. Easiest of terms. The Password to Prosperity—Rickard & Co. Ltd. Reality Specialists. SYDNEY.

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

DISEASE IN AMBUSH.

GERMS ROUTED FROM THE LAUNDRY.

It is only diseases that are infectious 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.

Next as to the method: mere cleaning is not enough, for some disease germs may lie on the surface of the clothes, and may be spread in commoner sorts of soaps. 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.

The war news published during the past week or two has brought home to many Australian women a keen realisation of what war means. We have made the discovery that the fighting men at the front are our men, our husbands, sons, brothers and sweethearts.

We may depend upon it that day by day many prayers arise to Heaven, the burden of which are that the Australian boys may be saved to return to their kith and kin. The mothers, especially, deserve our sympathy and our help. It is hard for them to think that the children they gave birth to and reared with so much anxious care should be buried in foreign graves; that they should have passed away suddenly in the shock of battle or have died in the quiet atmosphere of the hospital without a mother's hand to smooth their pillow or a mother's last prayer to cheer them on their lonely road.

But this is the price that mothers and wives have to pay when hateful war breaks loose, and they pay it with silent resignation and endeavor to believe that all is for the best. Poor hearts! Human consolations cannot cheer them much in the hour of their trial, but such little comfort as may be derived from a knowledge that they have our sympathy shall be theirs. At least they know this, that their sons and husbands and brothers died to save mankind from the worst enemy that has ever before threatened it; that their blood has been shed in the effort to cleanse the world of a cancerous growth that was eating into the very vitals of civilisation. It is given to man but once to die, and how can a man die better than in the service of his country and in order that mankind as a whole may have freer life? This is the greatest sacrifice that a man can make on behalf of his fellows.

Posterity will venerate these brave fellows of ours, and the future singers of Australia will weave their deeds into undying song, and these songs will echo down the corridors of Time and teach the Australians of the far future that their forefathers were worthy of the race they sprang from.

But the brave woman that has been stricken with grief will not be content to crouch in idle sorrow. The old command "work and pray" still holds good, and there are ample opportunities for women folk to share in the new responsibility that has been thrust upon us. For instance, the Red Cross work is peculiarly women's sphere, and is ever needing more and more workers. In every home is the responsibility to provide something for the well being of the boys at the front. It is no credit to say, "But there are so many calls," there is the Red Cross, the Belgian appeal, the equipment of nurses, and scores of other things. We may face this fact at once, that each one of us should be systematically helping in some form or another. It is no use to stand grumbling at the conditions of living. We need not disguise the fact that in some instances these conditions have been brought about by the greed of some of the profit-mongers of our own race, because to a great extent these unpatriotic people have been prevented by the Australian Government from taking undue advantage of the circumstances arising from the war. Had not this been the case the prices of a great number of articles would have been much higher than they are. Housewives everywhere are feeling the pinch of dear meat, bread, butter, and other articles of daily consumption, and are wondering when this inflation is going to cease. Until a better way is found we must regard it as an economic condition that must be met as cheerfully as possible. We, or most of us at any rate, have always had our food so abundantly provided that we have not been compelled to exercise real cheese-paring economy in domestic management. Some of us will now have to learn the lesson, whether we like it or not. In many homes there will possibly be a return to the old-fashioned, yet, withal, wholesome customs of the past when tinned goods were regarded as luxuries rather than as staple foodstuffs, which they seem to be today.

This, however, by the way. What is imperative is that our women folk

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THE AFFAIRS OF WOMEN CONDUCTED BY FANELLA

I am Always at the Disposal of our Women Readers.

IN THE past a considerable benefit has been conferred on our readers by this office undertaking city shopping on their behalf. A forward move has now been made by the engagement of the new address, who has, besides her journalistic capacity, a keen knowledge of values, and thus she should be able to render a real service to our country friends. The "Co-operator" is sure Violetta Joyce is able to buy absolutely to the best advantage, and an invitation is extended to readers to try this service. There is no charge collected anywhere for this.

SIMPLE FARE

Required:—About two pounds of steak, one large carrot, three large onions, one turnip, quarter of a teaspoonful of celery seeds, a bunch of parsley and herbs, three cloves, a small strip of lemon rind, one ounce of dripping, one pint of stock or water, salt and pepper, a little flour.

Wipe the steak carefully with a cloth dipped in hot water, cut it into three or four pieces, wash and prepare the vegetables, and cut them in slices. Melt the dripping in a frying-pan. When it is hot, roll the steak in flour, put it into the dripping, and fry it on both sides a good brown.

HOSPITALITY

A really hospitable nature is one of the pleasantest attributes vouchsafed to any woman. The longing desire to dispense hospitality is born, not cultivated. Though cultivation may very closely imitate the real thing, it can never be quite the same.

There are many people who are well off—in easy circumstances according to their position—yet their friends and acquaintances never dream of asking for an impromptu meal, or a sudden "put up" for the night. These hostesses are perfectly willing to entertain when they see fit and find it convenient to themselves, but it would never do to invite oneself, or take them unawares, for their welcome would scarcely be genuine.

Those to whom hospitality is second nature obtain more than a fair share of attending to the wants of others, though they seldom mind the tax levied upon them. Worldly riches have little to do with the matter, for this excellent trait is more frequently found amongst those who can ill afford to be generous, though they always manage somehow to make their guests feel at home.

Pride often blocks the open door of hospitality. There are many who cannot bear to give "of their little," because it is little. They prefer to keep up the fiction that they are grander in every-day life than are really the case. To be suddenly confronted with extra people to provide for is certainly very disconcerting, but if descents of this kind are made, the unexpected arrivals will be quite content to take things as they find them. There is no reason for their hostess to feel any necessity for much apology, unless snobbish pride is in her heart. Simple entertainment given generously when really needed as a convenience, is far more appreciated in the long run than lavish entertainment doled on stated occasions.

"Showing kindness" is a dictionary definition of the word hospitality; and motives which inspire different people to "show kindness," in this sense, are found to vary considerably. When the mother of a family is gifted with a natural love of hospitality, she possesses one of the strongest ties imaginable with that which binds her children and keep them in the home circle. Her boys and girls know an ever-ready welcome is assured to friends they bring to the house. When their form of invitation is couched in the words: "Do come, mother will be so pleased," it is very evident home is bright, and sympathy reigns.

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BUTTONHOLES.

The best way to work buttonholes, especially large ones for coats, etc., is to mark the position and then put two rows of machine stitching. Afterwards cut between the two stitches and you will find the hole much easier to work, as this prevents all fraying of the material.

To prevent the unpleasant smell that always accompanies the boiling of cabbage, place a small piece of bread tied up in muslin in the saucepan with the boiling vegetables.

Off-times grasping, pinching parents, striving every cent to save. Let their frail, anemic offspring drift towards an early grave. Thus, when coughs and colds assail them, Worthless doses they must endure, While the agony that all them needs "Nedeth Woods' Great Peppermint Cure."

None so wholesome, none so delicious. An invigorating beverage and perfect food. CADDURY'S MILK CHOCOLATE HAS EXCEPTIONAL FOOD VALUE.

JUGGED STEAK.

Required:—About two pounds of steak, one large carrot, three large onions, one turnip, quarter of a teaspoonful of celery seeds, a bunch of parsley and herbs, three cloves, a small strip of lemon rind, one ounce of dripping, one pint of stock or water, salt and pepper, a little flour.

Wipe the steak carefully with a cloth dipped in hot water, cut it into three or four pieces, wash and prepare the vegetables, and cut them in slices. Melt the dripping in a frying-pan. When it is hot, roll the steak in flour, put it into the dripping, and fry it on both sides a good brown.

Put half the onions in a casserole or stewing-jar. Next put in the meat, then the rest of the vegetables, the herbs tied together, and the celery seeds, lemon-rind and cloves, tied in a piece of muslin.

Pour in the stock or water and add a seasoning of salt and pepper. Put the lid on the casserole, place it in a slow oven, and let it cook gently from two to three hours. This slow, gentle cooking softens the fibres of the meat.

If more convenient, the casserole or jar can be placed in a pan of hot water, and be allowed to cook on the stove. When the meat is tender, skim the stew carefully.

Take out the herbs, and seasoning to taste, and, if necessary, a little flour to thicken, mixing it smoothly first with a little cold water. If flour is added, be sure and cook the stew for a few minutes afterwards, otherwise there will be a raw flavor of flour.

FISH PUDDING.

Required:—One and a half pounds of fresh fish, three ounces of fresh breadcrumbs, six ounces of suet, one and a half gills of milk, three teaspoonfuls of chopped parsley, salt and pepper, two or three eggs.

Well grease a pudding-basin. Remove all skin and bones from the fish, chop the flesh, then pound it in a mortar with the crumbs and chopped suet. If you have no mortar use an enamel basin and the end of a rolling-pin. Add the beaten eggs, milk, chopped parsley, and seasoning.

Mix all well together, then press the mixture into the basin, twist a piece of greased paper over the top of it. Stand the basin in a saucepan, with boiling water to come half-way up the basin, and steam the pudding for about one and a half hours. As the water boils away add more boiling water, so as not to check the cooking.

Turn the pudding out on to a hot dish, and serve it with any good sauce, such as parsley, egg, or anchovy.

STEWED VEAL.

Required:—Two pounds of breast of veal, quarter of a pound of bacon, about a dozen young carrots, six small onions, two or three ripe tomatoes, a bunch of parsley and herbs, one ounce of flour, one and a quarter pints of water or stock, salt and pepper.

Cut the veal into pieces about an inch square, and the bacon about double the size. Fry the bacon a pale brown, and put it on one side to keep hot. Put the veal in the pan with the bacon fat, and fry it a light brown. Drain it from the fat, then fry the flour carefully. Next add the stock, and stir until the sauce boils. Then put in the meat and vegetables. If the carrots and onions are small leave them whole. If large, cut them into neat small pieces. Add also the sliced tomatoes, the bunch of herbs, and a little seasoning. Let the meat stew very gently for about an hour, or until it is quite tender. Season it to taste, adding a little lemon-juice.

Arrange the meat in the centre of a hot dish. Strain the sauce over and round it. Garnish with the vegetables and bacon, and serve.

FISH PATTIES.

Required:—Three-quarters of a pound of cooked fish, about a pound of pastry, any kind of fish sauce, salt and pepper, brovied crumbs.

Roll out the pastry to about an eighth of an inch thick. Grease some patty-tins. Stamp the pastry into rounds with a cutter a size

MEASUREMENTS

J.S. writes, asking why, in giving cooking recipes, I cannot say so many spoonful or cupful instead of ozs., pints, etc., so that working people can better understand what quantities to use.

This is the old rule of thumb method, very good in its way, but still not correct enough to rely upon if the best results are desired. However, for the benefit of J.S. and others who prefer to use the old methods or who do not happen to have a pair of scales, I append the following information:—

One quarter of a pound of flour equals one teacupful; therefore one pound equals four teacupfuls. One gill equals one small teacupful. One pint equals two breakfastcupfuls; therefore one quart equals four breakfastcupfuls. An ordinary-sized egg weighs two ozs. One ounce of dry substance equals one tablespoonful. One ounce of butter or dripping equals a dessertspoonful. Two cupfuls of sugar equal one pound. A pint of milk or water equals one pound.

One ounce of dry substance equals one tablespoonful. One ounce of butter or dripping equals a dessertspoonful. Two cupfuls of sugar equal one pound. A pint of milk or water equals one pound.

Put the butter and sugar in a basin, and work them together with a wooden spoon until they are quite soft and white like cream. Add the eggs, beating each one separately. Sieve together the flour and baking-powder, add very lightly to the butter and sugar. Clean and stalk the fruit, chop the peel, and add both to the other ingredients. Lastly, add the milk. Mix all well together, turn the mixture into the peppered tin, and smooth it evenly over.

GOOD CAKE.

Required:—One and a half pounds of flour, three-quarters of a pound of butter or good dripping, three-quarters of a pound of sugar, three-quarters of a pound of suet, four eggs, two heaped teaspoonfuls of baking-powder, quarter of a pound of candied peel, one and a half gills of milk.

Well grease a large deep baking-tin, and it is a wise plan to line it with greased paper. Put the butter and sugar in a basin, and work them together with a wooden spoon until they are quite soft and white like cream. Add the eggs, beating each one separately. Sieve together the flour and baking-powder, add very lightly to the butter and sugar. Clean and stalk the fruit, chop the peel, and add both to the other ingredients. Lastly, add the milk. Mix all well together, turn the mixture into the peppered tin, and smooth it evenly over.

KITCHEN HINTS

Before scraping new potatoes it is a good plan to let them remain in salt and water for half an hour. This not only facilitates the scraping, but also prevents the hands from getting stained.

If cream will not whip, add to it a little white of egg. Two whites are enough for half a pint of cream. A very delicious way of cooking French beans is to top and tail them and cook them whole. When tender, strain off the water, melt a little butter in a saucepan, and pour this over them.

To prevent gravy from running over when baking pies, make a couple of little funnels of white paper, and place these through slits made in the pastry. This will allow the steam to escape, and the gravy will not run over.

In cooking, one often uses the whites of eggs only. To preserve the yolks for future use, put them in a basin with just sufficient cold water to cover them, place a plate on the basin to exclude the air, and keep in a cool place for use. In this way they will keep fresh for a considerable time.

If, in spite of cleaning, the smell seems to cling to a saucepan in which onions have been boiled let the next thing you cook in the pan be potatoes. The smell of onions will not affect the potatoes in any way, and by the time they are cooked the saucepan will no longer be "oniony."

Pudding-cloths should never be washed with soap. Put in cold water, to which a little soda has been added, and bring slowly to the boil. Then rinse in one lot of soda water, and one to clear. Wring, and hang in an airy place to dry.

Stale biscuits will be quite fresh and crisp again if they are placed in a moderately-hot oven for a few minutes. When eggs are dear use vinegar instead for making cakes. One dessertspoonful of vinegar added to a gill of milk answers the same purpose as two eggs, and it makes the cakes nice and light.

If potatoes are inclined to turn black in cooking, add a few drops of vinegar to the water in which they are boiled, and the result will be beautifully white and floury tubers. When frying fish, etc., a good and economical substitute for "egging" is to brush over with a paste made of flour and milk, then crumb in the usual way.

FULL-FORWARD GEAR

She rolls along, and she bows along, A fabric of iron and steel, Her resonant blast increasingly fast, Speeding each gripping wheel, Her rods rotate at a quickening rate With the speed of the moving mass; The peasants wonder at the roar of thunder As they hear the troop train pass. She rolls along, and she bows along, Unchecked, the road is clear. The driver stands with oil-swathed hands Attending the driving gear. Through the open doors where the furnace roars In bright effulgent glow Shoots the coal with skilled control On the glowing mass below.

She rolls along, and she bows along, With the long cars in the rear; They roll and rock with the road-bed shock; Speed is great and the road is clear; She does not keep to a scheduled sheet, She heeds not time or space; She'll land her load where the broken road Will check her headlong race. She rolls along, and she bows along, 'Tis her speed in the hour of need May turn a battle's tide. She speeds her course to reinforce Both wadded height and plain. Full-forward-gear, for the road is clear Where flies the fast troop-train. She rolls along, and she bows along, With the safety valves below. For the stoker fires, and he never tires In his efforts to keep them so. They've a load to haul at their country's call. More steam for the extra speed; The road to watch, the gear to notch, And the care of the boiler feed. They roll along and they bowl along, Incessantly day and night. This is their share in the great warfare. And this is how they fight. Train after train, in the great campaign. With troops and munitions—or Bringing wounded back on the In-ward track From the thundering gods of war. They roll along, and they bowl along, Theirs to run to and fro; Not theirs to share in the dash and dare. With a chance of a D.S.O. Nor the sodden trench, with the awful stench, Nor the serried lines of steel, Where every breath brings a chance of death, Where the roaring cannons peal. They're rolled along, and they're bowled along, Since the day when the war began, So the figures drab in the engine cab And the guard with his van, Are doing their due, for they carry through Divisions of army corps, Train after train in the great campaign On the Chemins de fer du Nord.

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Naturally enough, Ladies, you like to look nice, and your last Costume and Hat were a tremendous success. Everyone admired them, your husband was delighted, your sweetheart was in raptures, at church the other women looked cross; at Randwick they were equally what do they call it?—Jealous, or something of that sort. And you, whether you are a lady who has a husband to please, or a sweet-heart to ensnare, won't forget (we are sure you won't) that the delicious frock which excited so much attention came from THE HOME OF GOOD VALUES, SYDNEY.

COSTUME SECTION.

COATS, COATS, COATS. SIX SPECIAL NUMBERS AT NO. 6.—BLACK CARACUL COATS. Foy's are showing a grand line this week at 39/6, 39/6. Made with a HIGH MILITARY COLLAR, buttoning fairly high to the neck, belted all round. A grand coat for business women. In S.W. and W.'s sizes only. Price, 39/6, 39/6.

FOR ONE WEEK ONLY. NO. 2.—TEN VERY NEW DESIGNS IN LADIES' REVERSIBLE TWEED COATS. These were only opened this week. They are in the very latest military effects, belted at back, also loosely belted right round waist, some buttoning up to the neck, finished with high military collars. They are of velvet and fancy striped silks, in dark browns, medium brown, fawns, and striped effects. Absolutely smart coats. Will wear well, look well, and are wonderful value at 49/11, 49/11.

NO. 3.—A TABLE OF VERY SUPERIOR QUALITY TEDDY BEAR AND KNOB CLOTH COATS, in fawns, browns, cerise, mole, navys, etc. These are beautifully warm, being all wool, and they are not too heavy in weight. A splendid coat for walking or driving. In belted backs and plain backs. FOY'S PRICE TO-DAY IS 29/11, 29/11.

NO. 4.—SOMETHING VERY SPECIAL IN JUNGLE COATS at 29/11. All the "rage" at present, and becoming more popular every day. They represent the real skins of leopards, tigers, etc. Buttoned right to the neck and 3 length. The usual PRICE WAS 49/11. We have specially priced them for one week at 29/11, 29/11.

NO. 5.—ANOTHER LINE OF IMITATION SKIN COATS is made from a lovely piece of cloth that cost 12/6 per yard. It is beautifully spotted, belted at waist, buttoning right up to the neck. Finished with large round self buttons. SPECIAL REDUCED PRICE. 35/-. 35/-. Honestly priced 63/-. See our windows. 24/11, 24/11.

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LADIES.—If you are suffering from Indigestion, Rheumatism, Piles, Headaches, Backache, Constipation, Nervous Breakdown, or any of those worrying, dragging pains which undermine the whole system, do not hesitate about seeking our advice. We make no charge for consultation, and you will incur no obligation by calling. If unable to call for a personal interview, send for our special consultation form, which will be posted to anyone who writes for it to Dept. 131, Ladies' College of Health, 54 Oxford-street, Sydney.

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Week's War News Epitomised

THE DARDANELLES

WITH THE AUSTRALIANS.

MAY 12. A Turkish report states that the Australian submarine A2 has been sunk in the Sea of Marmora. The news was not confirmed.

Sir Ian Hamilton reported that the Australasian troops repelled night attacks from May 2nd until May 8th, and consolidated their position on the peninsula.

The Anglo-French forces in the southern part of the peninsula made a vigorous attack against the Turks on the 8th, and on the 9th fortified themselves on the ground won.

Greece is said to be organising a legion of 50,000 men in order to attack her historic enemy the unspeakable Turk.

The Russians continue to bombard the Turkish forts at the entrance to the Bosphorus.

MAY 13th. The Allies are converging on the peninsula, and heavy fighting is going on between Gallipoli and Maldoz. "Big Liz" is dropping shells on the enemy's reinforcements.

A fifteen-hour bombardment of the Dardanelles by the allied warships caused the Turks to imagine what is in store for Constantinople.

It is stated that the Germans propose to take the Goeben, the Breslau and the rest of the Turkish vessels and make for a neutral port by running the gauntlet of the Russian fleet—that is if the worst comes.

The Goliath, a British pre-Dreadnought, 12,000 tons and carrying four 12-inch guns, has been torpedoed in the Dardanelles. Five hundred men were drowned.

A British submarine sank two Turkish gunboats and a transport.

It transpires that British submarines have been in the Sea of Marmora for a fortnight.

MAY 14th. The fierce struggle on the peninsula continues. The Turkish army is penned in by the British on the west, the French on the south, and the Australasians on the east and north. Reinforcements are arriving daily from Egypt and France.

The Turkish headquarters have been removed from Gallipoli.

The Turks-Germans threaten to send French and British subjects to the peninsula and expose them to the danger of air raids unless the Allies stop dropping bombs and killing non-combatants.

The British Minister replies that if the enemy carries out this threat the Allies will hold the members of the Turkish Ministry and the commanders of the troops personally responsible.

MAY 15. It is officially reported that on the night of May 9th the 15th and 16th battalions (4th Australian Infantry Brigade) took three rows of trenches with the bayonet. The Turks counter-attacked at dawn in great force, but were shattered by the Australian artillery, suffering terrific losses.

Advices from Constantinople state that 50,000 wounded Turks have arrived from the Dardanelles.

MAY 16th. An Athens correspondent at Gallipoli states that the stupefying heroism of the Australians is unique in the history of modern war, and their losses are solely due to their irresistible dash.

The Turks are expecting the Russians to land troops from the Black Sea.

THE CASUALTY LIST

GENERAL IAN HAMILTON'S TRIBUTE TO THE AUSTRALIANS.

The following message has been received by the Governor-General from General Sir Ian Hamilton at Tenedos:—

"Speaking out of a full heart, may I be permitted to say how gloriously the Australian and New Zealand contingents have upheld the finest traditions of our race during this struggle, still in progress.

"At first with audacity and dash, since then with sleepless valor and untiring resource, they have already created for their countries an imperishable record of military virtue."

The Australian casualties up to Tuesday last numbered 261 killed and 1854 wounded. The following New South Wales names have been listed since our issue of last week. When not otherwise stated, the rank of the soldier is a private, and the number in brackets signifies the battalion to which he belongs.

DIED OF WOUNDS OR KILLED IN ACTION.

Lieut. F. G. Smith (2nd).—Sergt. F. Bourne (3rd).—Sergt. G. Thomas (4th).—J. H. Cumberland (2nd).—W. G. Berryman (3rd).—J. Whiteburn (13th).—M. M. Mulcahy (3rd).—H. S. Conner (13th).—Lieut. Col. G. F. Braund (2nd).—Capt. T. O. Smith (3rd).—Capt. W. B. Douglas (3rd).—Lieut. C. N. R. Huntley (1st F.C. Engineers).—Lieut. J. B. Rutland (13th. late 14th).—Lieut. S. J. F. Bwlicke (14th).—Lieut. K. J. Hinde (3rd).

Lieut. G. W. Blainie (13th).—Lance-Corpl. C. W. J. Laurie (13th).—Corp. W. C. Bowker (13th).—J. Broomhall (13th).—W. E. Scollin (13th).—H. S. Connor (13th).—C. H. Bailey (13th).—G. W. Hawkes (13th).—E. J. Wynne (13th).—M. Connell (13th).—Capt. A. G. McGuire (1st).—Lance-Corpl. J. T. Bristow (2nd).—W. J. Gibson (3rd).—M. Johnstone (2nd).—A. W. Mozart (2nd).—F. A. D. Martin (2nd).—H. H. Wharton (2nd).—A. Bloomfield (1st Rfts.).—H. H. Cumming (1st Rfts.).—W. T. C. Ferris (1st Rfts.).—Driver P. Kane (7th Co., A.S.C.).

DANGEROUSLY WOUNDED AND DANGEROUSLY ILL.

Lieut. G. E. McDonald (3rd).—R. A. Oldroyd (1st).—E. E. Gardiner (2nd).—W. J. Goode (4th).—L. Hoss (12th).—T. G. Berry (13th).—H. Leet (13th).—H. Stegra (12th, 1st Rfts.).—J. Towers (2nd Rfts.).—J. Atkinson (2nd; previously reported wounded).—C. J. Haechle (4th; previously reported wounded).—Sapper F. A. Cluett (1st F. Coy. Engineers; previously reported wounded).

WOUNDED.

Sapper H. Johnson (1st Field Co.).—Cpl. H. Ferguson (1st Fld. Co.).—Sergt. A. Logan (1st Field Co.).—J. Gregory (13th, 1st Rfts.).—Gunner R. Wilson (D.A. Park, A.S.C.).—F. T. Uden (5th).—Major R. Scobie (2nd).—Major H. St. J. Sweetland (1st F.A. Brig.).—Major E. S. Brown (3rd).—Major C. M. McNaghten (3rd).—Major W. M. Ellis (13th).—Major A. G. McGuire (1st).—Capt. F. J. Robus (1st).—Capt. C. W. Watson (2nd).—Capt. W. Davidson (1st).—Capt. G. R. Richardson (2nd).—Capt. J. W. B. Bean (M.O.; 3rd).—Capt. C. S. Colman (4th).—Capt. S. Milson (4th).—Lieut. A. J. Shout (1st).—Sec-Lieut. R. T. Tarrant (2nd).—Lieut. W. C. Becken (3rd).—Lieut. R. T. Salden (4th).—Lieut. D. G. McHattie (No. 2 Coy, A.S.C.).—Lieut. G. S. Cook (2nd).—Lieut. D. M. McConaghy (3rd).—Lieut. P. F. V. Turner (4th).—H. Barnes (2nd).—O. J. Cumberland (2nd).—Bugler H. W. Cavill (2nd).—E. Charles (2nd).—B. J. Copping (2nd).—J. H. Coulson (2nd).—R. R. Dawes (2nd).—L. C. Dawson (2nd).—L. V. Domeur (2nd).—W. Edwards (2nd).—S. Priel (2nd).—H. Froome (2nd).—J. Ford (2nd).—T. B. Gibbons (2nd Rfts.).—A. J. Garratt (2nd).—Sergt. J. A. Gardiner (2nd).—J. Hunt (2nd).—L. C. Hatcher (2nd, 1st Rfts.).—G. A. Hibbert (2nd).—Lance-Cpl. J. R. Holden (2nd).—C. E. Lill (2nd).—E. P. Laurence (2nd).—F. E. Manning (2nd).—L. G. Meek (2nd).—C. W. Meek (2nd).—S. W. McConnell (2nd).—W. A. MacGruer (2nd).—G. S. MacCormack (2nd).—A. T. McGillivray (2nd).—G. D. Macgure (2nd, 2nd Rfts.).—Cpl. H. I. Paisley (2nd).—Lance-Cpl. W. G. Pullen (2nd).—G. A. Pearce (2nd).—G. Rattray (2nd).—T. B. Smith (2nd, 2nd Rfts.).—A. Stewart (2nd, 1st Rfts.).—W. Sims (2nd, 2nd Rfts.).—Q.M.S. L. R. Saul (2nd).—Lance-Cpl. A. R. Stafford (2nd).—L. J. Scott (2nd).—C. R. Tonkin (2nd).—Sergt. W. A. Trott (2nd).—G. R. Telfer (2nd).—F. White (2nd).—R. Wunsch (2nd).—S. J. Adams (3rd, 3rd Rfts.).—J. Bubb (3rd).—A. R. Callaway (3rd).—Lance-Cpl. J. W. Darling (3rd).—L. E. Dunford (3rd).—A. G. Davis (3rd, 2nd Rfts.).—W. S. Gordon (3rd).—Lance-Cpl. F. Jenkine (3rd).—Lance-Cpl. S. P. Livingstone (3rd).—W. M. Maher (3rd).—G. Maxwell (3rd).—R. Payne (3rd, 2nd Rfts.).—I. Paget (2nd, 1st Rfts.).—V. J. Pinkstone (3rd).—J. Squire (3rd).—J. C. Traynor (3rd).—J. Wells (3rd).—J. H. Clampett (4th).—F. Daniels (4th, 1st Reinforcements).—W. J. Gowans (4th).—F. J. Murphy (4th).—S. H. Nicholls (4th).—J. Peables (4th).—T. Sinclair (4th).—H. Sarguy (4th).—Capt. A. C. Digby (1st).—Lieut. F. H. Faddy (13th).—Lieut. F. M. Barton (13th).—A. V. Adey (1st).—Lance-Corpl. K. K. Barnett (1st).—J. W. Briggs (1st).—J. Butcher (1st).—A. F. Blackwood (1st).—Lance-Corpl. J. Barton (1st).—E. J. Boxsell (1st).—C. A. Boase (1st).—J. Cunningham (1st).—E. A. Christenson (1st).—Campbell (1st).—Corpl. H. Davis (1st).—G. Doerge (1st).—A. Dyer (1st).—D. Eckford (1st).—Sergt. E. Goodman (1st).—H. Graham (1st).—W. R. Goddard (1st).—G. Gould (1st).—Lance-Corpl. L. Gall (1st).—Sergt. W. D. Gladig (1st).—G. Hunt (1st, 1st Rfts.).—W. J. Hilder (1st).—Sergt. P. H. Hamester (1st).—R. Hartnett (1st).—C. J. Ingrey (1st, 2nd Rfts.).—C. C. Judd (1st).—C. Jarman (1st).—Corpl. W. C. Jennings (1st).—W. C. Keig (1st).—H. G. Kenon (1st).—Sergt. M. W. McVean (1st).—A. McDonald (1st).—R. D. Mount (1st).—J. S. Moore (1st).—J. O'Connor (1st).—E. F. Palmer (1st).—Corpl. D. H. Potts (1st).—A. E. Philbrook (1st).—A. H. Radford (1st).—Corpl. W. Inatchfold (1st).—T. Simpson (1st).—R. Salmon (1st).—C. R. Tatler (1st, 2nd Rfts.).—L. C. Vincent (1st).—T. S. Virtue (1st).—N. Whalley (1st, 2nd Rfts.).—J. Watt (1st).—W. Wilson (1st).—A. Whittaker (1st).—R. West (1st).—Sergt. A. E. Wicks (1st).—R. W. Young (1st).—A. V. Lulham (1st, 2nd Rfts.).—A. Arn (1st).

An exact facsimile from MR. CLAUDE THOMPSON, "All Grades" General Secretary, to Mr. Charles I. Harris, Dentist, St. James' Chambers, King Street, Sydney.

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

CLAUDE THOMPSON, General Secretary. HEAD OFFICE: BOWEN'S BUILDINGS, CENTRAL SQUARE, SYDNEY. TELEPHONE: REDFERN 555.

Mr. Charles I. Harris, Dentist, St. James' Chambers, King Street, opp Queen's Square, Sydney.

Dear Sir,

Allow me to express my appreciation of the professional skill, promptness and despatch with which you recently carried out a general overhaul of my teeth. The bridge work, inlays, crowns and stoppings are eminently satisfactory, being comfortable and useful, whilst the operation of filling was free from any pain whatever.

In my many years travel through nineteen countries, I have been a patient of many dentists. However, until I consulted you I never obtained complete satisfaction.

Trusting that you may continue to enjoy the respect, esteem and goodwill which your professional skill so richly deserves.

I remain,

Sincerely yours,

(signed) Claude Thompson

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HOURS 9 a.m. to 9 p.m. Saturday till 1 p.m.

CHARLES I. HARRIS, Vice-Regal Dentist, ST. JAMES' CHAMBERS, Opp. Queen's Statue, KING STREET, SYDNEY.

V. J. Lannen, (1st).—T. C. Power, (1st).—H. C. F. Rogers, (1st).—A. La Bassee, (1st).—L. Wake, (1st).—R. H. Fountain, (2nd).—H. Hanson, (2nd).—J. Garber, (2nd, 2nd Rfts.).—J. W. Gallagher, (2nd).—H. B. Laurence, (2nd).—A. E. Steel, (2nd).—G. Whitfield, (2nd).—M. Brown, (2nd).—T. Banks, (2nd).—R. G. Elms (2nd).—L. C. Foster, (2nd).—H. S. Mascord, (2nd).—G. S. Smith (2nd, 1st Rfts.).—McKinley, (2nd).—A. A. Gambling, (3rd).—W. L. Allen, (1st).—F. Bate, (1st).—R. E. Barker (1st).—H. L. Christensen (1st).—O. G. B. Cork (1st, 2nd Rfts.).—C. Cox (1st).—L. R. Donkin (1st).—W. A. Diplock (1st).—A. G. Gurner (1st).—A. E. Harrison (1st).—A. S. Haddon (1st).—A. W. Hargraves (1st).—E. H. Hartley (1st).—C. Jackson (1st, 1st Rfts.).—T. Kennedy (1st).—M. T. McCue (1st).—Lance-Cpl. L. E. Mayos (1st).—G. Owen (1st).—L. E. Mitchell (1st).—A. Morris (1st).—J. Ross (1st).—W. J. Reay (1st).—J. Scelton (1st).—T. S. Tait (1st).—J. H. Wade (1st).—F. H. West (1st).—A. Sears (1st, 2nd Rfts.).—H. Y. Howes (1st).—Lance-Cpl. D. Mitchell (1st).—S. R. Trull (1st).—O. H. Warren (1st).—F. P. Winter (1st).—H. F. England (1st).—J. K. McAulay (1st, 3rd Rfts.).—Moore (1st).—A. Harris (2nd).—D. T. Milliken (2nd).—H. W. O'Connor (2nd).—J. Pullar (2nd, 2nd Rfts.).—L. B. Pourford (2nd).—G. B. Rider (2nd).—C. H. Williams (2nd).—T. M. Allen (2nd, 2nd Rfts.).—Cpl. N. J. Burns (2nd, 2nd Rfts.).—J. Bullock (2nd, 2nd Rfts.).—H. A. Bouffler (2nd).—L. F. W. Barsey (2nd).—A. Clark (2nd).—L. G. Cherry (2nd).—H. W. Carter (2nd).—J. Chalmers (2nd).—Q.M.S. B. G. McDonald (2nd).—O. Duffy (2nd).—A. Forrester (2nd).—Lance-Cpl. A. C. G. O. Franck (2nd).—H. Friih (2nd, 2nd Rfts.).—R. W. Gates (2nd).—S. Glover (2nd).—W. K. Henderson (2nd, 2nd Rfts.).—A. N. King (2nd).—C. G. Murray (2nd).—Sergt. F. A. Mayo (2nd).—J. W. O'Brien (2nd).—A. O'Toole (2nd, 3rd Rfts.).—R. Russell (2nd).—Lance-Cpl. R. Salmon (2nd).—T. Thompson (2nd, 2nd Rfts.).—W. Walsh (2nd).—R. H. Mekkelson (2nd).—J. H. Casey (2nd, 2nd Rfts.).—C. Browne (2nd).—Sergt. W. J. Dannefaord (2nd).—J. C. Tolmie (2nd).—Cpl. W. E. Miller (2nd).—C. A. Purdon (2nd).—S. C. Mitchell (2nd).—L. Falconer (2nd).—W. J. Pay (2nd).—G. H. Logan (2nd).—C. B. Nash (2nd).—Lance-Cpl. G. E. Cook (2nd).—Cpl. A. Frauenfelder (2nd).—Q.M.S. W. A. Grayson (2nd).—J. W. Mason (2nd).—Sergt. W. J. Host (2nd).—J. G. Adams (2nd, 1st Rfts.).—W. F. Scott (2nd).—W. G. Smith (2nd).—J. T. Beech (2nd).—S. J. Scott (3rd).—Lance-Sergt. E. W. G. Wren (3rd).—Bugler J. Wilson (3rd).—Lance-Cpl. A. D. Arnold (3rd).—A. B. Commins (3rd).—G. Cretan (3rd).—A. A. Curphey (3rd).—Cpl. J. Camplon (3rd).—W. H. Dawson (3rd).—T. W. Earnshaw (3rd).—W. M. Fourry (3rd).—F. G. Hallett (3rd).—J. D. Harvey (3rd).—T. Kennedy (3rd).—F. Mills (3rd, 3rd Rfts.).—J. D. Portells (3rd).—F. Perkins (3rd).—J. A. Smith (3rd).—D. H. Souther (3rd).—W. Stubbins (3rd, 1st Rfts.).—A. L. H. Atkinson (4th).—C. V. R. Bush (4th).—W. Bodo (4th).—Barbusq (4th).—C. B. Currington (4th).—H. Dean (4th).—C. R. Duke (4th).—A. S. Edwards (4th).—Sergt-Major S. F. Freeman (4th).—D. Hebejy (4th).—B. N. Hartley (4th, 2nd Rfts.).—J. J. Matthews (4th, 2nd Rfts.).—Bugler H. McDonald (4th).—A. H. Nutting (4th).—J. E. Patterson (4th).—H. Raine (4th).—Sergt. M. J. H. Saunders (4th).—Cpl. Shakespeare (4th).—H. Vivian (4th).—J. W. Wouters (4th).—D. Williams (4th).

WITH THE RUSSIAN

During the week news has come to hand indicating that the Russians have not had things all their own way along the eastern battle front. On the 12th inst. the cables stated that the Muscovites had fallen back twenty miles on the Wisloka front, and that the Russian line had been broken eighteen miles eastward of Tarnow, also that the eastern wing in Poland was retiring before the German attack. Much of the news comes through Berlin, and may therefore be tainted, as most things are from that quarter. It is notified that Kaiser Bill has decorated General von Mackensen for having succeeded in breaking the Russian line, and no doubt both the Kaiser and von Mackensen are mightily pleased with themselves. The Russians admit that the Austro-Germans have succeeded in getting to within seven-teen miles of Przemyel, the town that was captured from the Austrians (4th).—Barbusq (4th).—C. B. Currington (4th).—H. Dean (4th).—C. R. Duke (4th).—A. S. Edwards (4th).—Sergt-Major S. F. Freeman (4th).—D. Hebejy (4th).—B. N. Hartley (4th, 2nd Rfts.).—J. J. Matthews (4th, 2nd Rfts.).—Bugler H. McDonald (4th).—A. H. Nutting (4th).—J. E. Patterson (4th).—H. Raine (4th).—Sergt. M. J. H. Saunders (4th).—Cpl. Shakespeare (4th).—H. Vivian (4th).—J. W. Wouters (4th).—D. Williams (4th).

THE WESTERN FRONT

A spirited engagement appears to have been entered upon by the British and French on the western front from La Basse northwards. A wounded officer describes the fighting in the following realistic terms:—"When I emerged from the light everything seemed to be a red-hot earthquake of blood and death. No body could tell which way it was going. We were making mincemeat of the Germans, and they were making hash of us. No one could have believed such fighting was possible if he had not been actually in it." It was reported that the British attack against La Bassee were unsuccessful, and that to break the German defences, and more men are required. Regarding the supply of men, Viscount Haldane, speaking in the House of Lords, said that the Government might have to consider the advisability of bringing in a system of conscription. In the Arras district the French appear to have had better luck, having captured considerable territory. Subsequent news indicates that the British at La Bassee fired 1,500,000 shells between the Saturday and Tuesday, and if the failure to make the advance that was expected was due to shortage of ammunition it would be interesting to know how many they would have been able to fire had there been a full supply. The figures work out at something like 20,000 shells per hour on a front of a mile or two, which seems to be fairly good going. While the La Bassee battle was progressing the Germans made a violent attack in the vicinity of Ypres, during which the British held the line and inflicted heavy losses upon the enemy. The La Bassee attack cost the Allies terrible losses. The Germans largely relied on machine guns. The number of these appeared unlimited, and the supply of ammunition inexhaustible. The trenches under the walls of La Bassee were found to be made of concrete, and shielded with thick steel plates against artillery. The nature of the fighting may be understood from an account given by a corporal of the Black Watch, who was wounded during the struggle. He says that for bitter hand-to-hand fighting the La Bassee action was unequalled. The use of gas by the Germans and the Lusitania outrage drove all false sentiment out of the men, and they went into battle crying, "Remember the Lusitania." During eight hours fighting his regiment rushed the German trench seven times, and finally threw themselves upon the enemy like madmen. Britons and Germans lay in heaps around the blood-soaked parapet. Some of the wounded fought each other upon the ground, and hurled gibes and curses at each other with their dying breath. The scene was indescribably terrible. It was hard to believe that Christians could show such hatred. The Black Watch, after the seventh charge, held the ground, and the Germans ran. "We were too exhausted," concluded the corporal, "to follow, and many of us slept beside the dead." There seems to be no doubt that the British engagements to the north assisted the French to make successful attacks in the vicinity of Arras, and to advance two or three miles, and to capture a whole series of the enemy's trenches and some thousands of prisoners. The battle appears to have been a brilliant feat of French arms, their artillery fire being particularly effective, hurling man (German men) and earth high into the air. The French losses were heavy, but those of the Germans were much greater, and the positions were gained. Heavy fighting also continues in the Ypres district, and a French report states that the Germans have evacuated all their positions westward of the Yser Canal, fearing envelopment.

# APPEALS BOARD.

RAILWAYS ACT, No. 30, 1912, RELATING TO APPEALS EPITOMIZED.

Sec. 51—(1) Members, Secretary to C.C.—Chief Accountant—C.M.P.—Engineer-in-Chief—Chief Traffic Manager—and (2) Employees, Representatives: (3) Mr. E. D. Campbell, elected by ballot for three years. 52—(1) Three members form quorum. (2) Decisions by majority vote. Chairman having second or casting vote. 53—No member to hear appeal when appellant belongs to branch of the Service of which he is head. 54—Sec. to C.C. convenes meetings of Board, and keeps record of proceedings. 55—Appeals must be lodged within 7 days, and heard within 30 days of being lodged. 56—(1) Board may administer oath to witnesses. (2) Appellant entitled to have witnesses examined on oath, and to be represented by barrister, solicitor, or agent, who may examine witnesses and address the Board. (3) Board may decide any appeal as they think fit, and so order. 57—(1) Decision of Board final, except punishment involves dismissal, or reduction in rank, position, grade, or pay, when appellant may within 7 days appeal therefrom to Commissioners. (2) Thereupon C.C. and one Assistant Commissioner together hear, and confirm or modify appeal, such being final. Appellant has same rights on appeal to C.C. as before (set out in Sec. 52 (1), (2), (3)).

## THE BOARD.

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

TUESDAY, MAY 11th.

### TICKET IRREGULARITY.

FRED FOGARTY, casual conductor, Manly, 8/- per day, was dismissed the Service (26.4.15) on a charge of serious cash-fare ticket irregularity (23.4.15).

Appellant, who was defended by Mr. R. D. Meagher, pleaded not guilty.

Mr. Cherry, ticket examiner, said that he boarded appellant's tram at Harbord-road at 11 a.m. on 26.4.15, and found a lady holding a salmon ticket (B series, 67,284) for 3d., one number below the commencing number. The lady said that she got it from the conductor. Fogarty said when his attention was drawn to the matter, that he must have booked the numbers wrong. On arrival at Manly witness impounded the block of tickets. Fogarty said he recollected issuing the ticket to the lady, and witness got her to sign her name on the back of the ticket.

To Mr. Meagher: There was another inspector on when witness got on. He was two or three compartments from the lady. Witness had heard that this inspector was on the tram when the ticket was issued. He told him so. In fact, Blaise, who was in question, called out and asked Blakey anything. Fogarty said this in reply to his question at the departmental inquiry. He heard Fogarty say there that the inspector boarded the tram at the same place as the lady. He had seen genuine mistakes made, and had seen these mistakes escape the eye of the driver who checked the journal. He had come in contact with Fogarty very frequently, and never found anything wrong with him before. He had frequently checked his journals at North Sydney.

To Mr. Campbell: The lady boarded the tram at Brookvale, half way from the terminus at Narrabeen.

Wh. D. Bullevant, electric driver, said he was driving appellant's tram on the 10.10 trip from Narrabeen, and signed his journal on that trip. This would indicate that a journal was correct with the tickets in the case. He had been a conductor, and was an acting examiner, and he realised the trouble a conductor would get into in this way.

To Mr. Meagher: He had found wrong numbers entered up in his own experience. He regarded Inspector Cherry as a reliable man, and he thought there was no reason to doubt Fogarty's honesty. He saw Blakey get on the tram, but could not say where he sat. Witness said in his statement that Fogarty said he must have booked up in error because he did not pull a salmon ticket on the down journey.

Frederick Fogarty, conductor, said he had had about six months' service, and there were no previous complaints against him of this kind. He was in charge of the tram, and saw Inspector Blakey get on at Brookvale, also several others. The lady got in the saloon of the second car, and Blakey in the smoker. At the terminus he handed his case or journal to the driver in the usual way and did not notice whether he took particular care with it or not. He told Inspector Cherry that there must have been an error in booking up. He pulled the ticket in the usual way, and the lady told him she saw him pull the ticket from the block. He knew the seriousness of a mistake of this kind, and could only account for the error by the top ticket being turned back. He had heard of the mistake in the booking up, and he tried to be as careful as he could. He could not say who the lady was. If a ticket was turned back flat a man would not notice it so quickly. If it came under his notice he would correct it, but a conductor could not constantly pull out his journal to check it.

Mrs. Grace Albon said she got on the tram at Brookvale, and remembered Fogarty coming round for fares. She gave him threepence and saw him pull a ticket from the block in the usual way. She signed a statement in question on the afternoon that Blakey came to her house for it.

The appeal was dismissed. Mr. Campbell dissented; he considered the appellant had made a mistake in entering up the wrong number, and should be given another chance.

### FAILING TO ISSUE TICKET.

EDWARD ISAAC BARNES, conductor, Tempe, 9/- per day, was dismissed in terms of instructions of

missed the Service on 26.4.15 for failing to issue ticket for fare re page 51 of the working orders (21.4.15).

Appellant, who pleaded not guilty, was defended by the General Secretary of the Amalgamated. Mr. B. Kemp, probationary constable, said that on the date mentioned he was in George-street and saw a down tram stop and a man get out and hand the conductor a penny and walk away. The conductor was on the footboard, and his case was closed in his left hand. He rang the bell and the tram started. Witness jumped on and got in beside him (the conductor) and saw him issue two pink tickets to a gent, and when he was moving off witness spoke to him.

To Mr. Thompson: Witness was on special work to catch conductors. It was impossible for appellant to detach a ticket without witness seeing him. Witness watched him all the time.

Francis Considine, constable, said he was with Kemp on the occasion referred to, and gave corroborative evidence.

In answer to Mr. Thompson, witness said that Kemp and himself compared evidence after they made out their reports.

Edward I. Barnes, conductor, said that on this occasion he was on the footboard and was just about to start the car, and was giving change for a shilling, when a man came from the rear of the car with a penny. He started the car and then pulled the ticket for the penny, and threw it down. He then went on with the change. Just then a man brushed past him and sat down in the car, and said, "You did not pull a ticket for that fare." Witness said, "You have not given me time," thinking that he was referring to the fares that he (appellant) was then collecting. When he got the penny he turned sideways to look along the side of the car to see if any passengers were getting on or off. He did not pick up the ticket when challenged. The passenger had tendered the fare before he got to Park-st., and he was in the act of pulling the two tickets. He thought he was being charged with not issuing the tickets to passengers in the car. He pulled the ticket openly, and threw it down in the car. The passenger spoke to him after he (appellant) had gone to the inspector. He asked what the constable had said to me, and appellant told him. The passenger at once said, "You did; I saw you throw it down in the car." The passenger sat in the second compartment from the rear, and was facing the driver. He (appellant) made a statement that these people were friends of his, but he contradicted this afterwards because he found out they were not friends.

Frederick Porter, musician, said he was a passenger on the car, and just as the tram was leaving Park-street he tendered money for his fare, and was getting change when a man brushed past and spoke to the conductor. He volunteered his name and address, and the conductor thanked him. Witness was positive that the conductor threw down a ticket before giving him his. He gave his name and address and noted the number of the car and the time. He tendered his fare after leaving Park-street, and made a statement that he tendered a penny, but stated he was not sure. It might have been a shilling, but not more than that. The car was moving when the man jumped on, and before he got his ticket the conductor pulled the ticket and threw it away. He was facing the driver, and was in one of the centre compartments. He heard appellant say, "You have not given me time."

To Mr. Campbell: The conductor and the man who got on the footboard went to the inspector together and witness believed the conductor spoke to the inspector first. Witness was not acquainted with the appellant, and never saw him before that day.

The Board dismissed the appeal, but Mr. Campbell said he considered there was not enough evidence to warrant the dismissal.

### FAILING TO HAND IN LOST PROPERTY.

WILLIAM FREDERICK DENNIS, casual conductor, Rozelle, 8/- per day, was dismissed the Service (26.4.15) for failing to hand in lost property and making misleading statements with regard thereto (16.4.15).

Appellant pleaded not guilty, and was defended by Mr. R. D. Meagher. Leslie Reynolds, piano tuner, said that he reported the loss of a bag of tools to the department. He left the tram at 6.20 p.m. at Lilyfield on the date mentioned, and left his bag of tools in it. He went back, and an assistant conductor on the next

### WOUNDS THAT HAVE BECOME POISONED.

When a wound has become poisoned it must needs be washed out with an antiseptic lotion of boric acid, or lysol, or some other antiseptic lotion properly diluted. The water mechanically washes away many of the microbes, and also carries in the antiseptic into deeper parts of the wound to kill the microbes lurking there.

When the wound has been bathed it should be our aim to keep it as dry as possible and to drain away the discharge rather than to keep it confined with many pads and much bandage.

This demands frequent attention, and a discharging poisoned wound, carefully dressed every two hours, will recover in less than half the time of one whose wrappings are only removed once in twenty-four hours.

Hot fomentations and poultices should only be used in the early stages of inflammation. Their moist heat helps to loosen the tissues, and this, as we have seen, relieves the pain and assists in the transport of our army of white cells to the field of battle.

When a foment or poultice becomes cold it is practically useless, and there is no particular efficacy in bread or linseed or any other material from which a poultice may be made, beyond the fact that its mass retains the moist heat for a longer period.

Once matter has formed, the part should be opened. There is no advantage and no need to put up with pain waiting for it to burst. And when burst, frequent hot water antiseptic bathing should be substituted for fomentations and poultices.

Mr. Meagher: He could not identify appellant as the person that put the bag there. Reg Leggart, driver, said that the appellant was his conductor, and brought a bag and put it in the front of the car. Dennis took it off at Epping Junction. He had no doubt of this. To Mr. Meagher: He did not think he was responsible for the

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The Kaiser a prisoner at the Eveleigh workshops.

## BELGIAN DAY AT EVELEIGH.

care of anything put in front of his car. He made a first statement saying he had no knowledge of any bag being left on the platform, nor any recollection of anything being found.

Mr. J. Cameron, driver, said he took over from Driver Leggart at Epping Junction, and saw nothing on the front of the car.

To Mr. Meagher: A man came to him at the Fort at 8.22 p.m., and witness told him if he could not find it at the Fort to go back to Epping.

The appeal was dismissed.

## SAFETY FIRST.

Number 4 of the "Safety First" leaflets, published by the Department, contains some excellent advice which might be followed by railway workers and others with much advantage. It is a well-known fact that men engaged in dangerous occupations are liable to become careless. This is natural. Familiarity with danger breeds a contempt for it. The actions of our soldiers in the trenches amply prove this. Carried to excess this freedom must, sooner or later, end in disaster, either to the individual or to others whose safety he is entrusted with, or to both. Therefore the Safety First movement is justified of its existence. "Your five senses are given to you in order to protect your system. See that they get the chance to perform their functions" is good advice. "The Chief Commissioner, in introducing the 'Safety First' movement, had in mind its financial aspect, as in duty bound; but the main incentive was to alleviate the conditions of his employees, and those dependent upon them, by inducing employees to appreciate their own value to the community, and so walk warily. There need be no slackening of effort in doing this. The soldier on the battlefield who performs an act of bravery entitling him to the Victoria Cross, and at the same time by his vigilance manages to save his own life, does better than he who, thoughtlessly risking his life, loses it."

It is not necessary to reproduce the contents of the latest leaflet as we understand that every railway worker is supplied with a copy.

The "Health Talk," by Dr. T. L. O'Reilly, assistant medical officer, contains hints that may be of value to others whose occupations do not bring them within the radius of the Safety First leaflet, and we take the liberty of reproducing for their benefit.

When the utmost good humor. Presently the brass band could be heard and the procession emerged from behind one of the big shops into the main yard. And what a queer procession it was! There were German field pieces and howitzers, grotesque characters, banners, soldiers, sailors, niggers, Papuans, gorgeously attired individuals looking as if they had just arrived from a Venetian carnival, ambulance displays, an elephant, Turks, Frenchmen, Highland men, aboriginals, cooking kitchens, a mo-

## THE KAISER'S FATE.

del of H.M.A.S. Sydney, German prisoners with ropes round their necks, a Roman chariot, a Belgian display. Mr. Chidley, in his summer costume, John Bull and his dog, a real medley of wonderful contraptions that would take a column of space to merely catalogue. Good humor prevailed throughout, and some of the turn-outs gave evidence of a keen sense of the ridiculous on the part of those responsible for their make-up. The motley cavalcade marched to the end of the yard to the tune of the French National Anthem and other martial airs, and turning at right angles halted before a temporary platform that was draped with flags. Here several portraits of the assemblage were taken by Mr. R. Page, of the Eveleigh workshops, and an auction sale was conducted, and a number of articles, including a canary, a crate of fowls, a painted banerette, the black watch, etc., etc., which had been for the purpose, were disposed of at satisfactory prices.

The arrival of the Chief Commissioner and a number of officials was

the signal for a demonstration of welcome. The platform was cleared and Messrs. Harper, Fraser, Richardson, Lucy, Scholes (Works Manager), Warren (Assistant Work Manager), Hill (Chief Draughtsman), Maxwell (foreman, blacksmith's shop), Miles (turning shop), Swindle (foreman, millwright), McGrath, and others took their places thereon.

Mr. Pullan, who acted as chairman, briefly welcomed the Commissioners on behalf of the big concourse of men, which must have numbered several thousand.

Mr. Harper said they had assembled to wish good luck to the King of the Belgians, and he asked them to join with him in this formal toast. He was sure they all wished and prayed for the restoration of the gallant little kingdom, and new life to our big Allies. They hoped that the sufferings of Belgium would soon cease and that as far as possible her happiness and prosperity would be restored. He wished to express his appreciation of the efforts of the loco. men to help along the Belgian Fund. There was still more to be done, however, and he hoped they would not make this a casual effort, but that they would endeavor to keep on contributing until they raised ten or twelve thousand pounds. Belgium could not have better evidence of our appreciation of her efforts than continual financial assistance that would lessen in some degree the misery of her people. There was another way in which many of those present could contribute towards the help of Belgium, and her Allies, and that was by them going to the front themselves. If he had twenty sons every one of them would be advised to volunteer. Not a day went by but they heard of deeds of savagery committed by the ruthless enemy, and this should make every able-bodied man that had no ties to immediately volunteer. In conclusion, he asked all present to give three cheers for the Belgians.

The Chief Commissioner's request was immediately granted, the band played, the locomotives that were under steam blew their whistles, and there was a medley of strange noises for the space of a few minutes.

Mr. Fraser, the next speaker, said that the gathering would need no words of his in order to make them enthusiastic in the cause of the Belgians and Belgium's King. The British people owed more to Belgium than they had ever owed to any other country in the world. The Belgians had stood across the track of that man-killing machine, the German army, received the shock of the collision, and held back the powerful enemy until France and England could get into position to stop them again. Where, he asked, would have the Allies been but for Mons and Chateau. In ancient times the pluck of the Belgians was famous, for the Roman generals said that of all the Gauls the Belgians were the only ones not conquerable. He hoped that during the next few months the Belgians would show that she was able to keep her end up, and that with the Allies she would be able to put up a winning fight. Mr. Lloyd George had said that the war would in the end be won by silver bullets, and they would have to give until the

war was brought to a successful issue. The loco men had shown that they were in sympathy with the rest of the British people, and with those that were being so bitterly tried in Belgium and France. They could not rest, must not rest, until the enemy was conquered and the suffering caused by him was made good. (Applause.)

Mr. Richardson also made a vigorous speech, saying that he was proud to see the loco men take up the cause of the Belgians so enthusiastically. He spoke with emphasis upon the latest German atrocity, and said it was not to be wondered at that Australian workmen refused to work with German mates. In his opinion there was only one thing for the Allies to do, and that was to exterminate the enemy, for they deserved nothing less.

Mr. Reg. Cowie recited "The Day" in a very effective manner. This poem was, by the way, written by an English railway guard.

Mr. Lucy and several other addressed the meeting very briefly, complimenting the loco men upon their efforts.

Mr. Scholes moved a vote of thanks to the Commissioners for their presence, which was carried by acclamation.

The procession was then reformed and made a tour of some of the main streets of the suburb, and as may well be imagined, it created a great deal of merriment. An effigy of the Kaiser was one of the many fearful and wonderful features of the display and when the long train of merry-makers again reached the yards this effigy was set alight and burned amidst the cheers of the crowd.

The amount collected on Saturday totalled £82. We understand it to be the intention of the loco men to organise a similar kind of procession in a few weeks' time in order to help to provide help and comforts for our Dardanelles heroes that lie in the hospitals in Egypt.

war was brought to a successful issue. The loco men had shown that they were in sympathy with the rest of the British people, and with those that were being so bitterly tried in Belgium and France. They could not rest, must not rest, until the enemy was conquered and the suffering caused by him was made good. (Applause.)

Mr. Richardson also made a vigorous speech, saying that he was proud to see the loco men take up the cause of the Belgians so enthusiastically. He spoke with emphasis upon the latest German atrocity, and said it was not to be wondered at that Australian workmen refused to work with German mates. In his opinion there was only one thing for the Allies to do, and that was to exterminate the enemy, for they deserved nothing less.

Mr. Reg. Cowie recited "The Day" in a very effective manner. This poem was, by the way, written by an English railway guard.

Mr. Lucy and several other addressed the meeting very briefly, complimenting the loco men upon their efforts.

Mr. Scholes moved a vote of thanks to the Commissioners for their presence, which was carried by acclamation.

The procession was then reformed and made a tour of some of the main streets of the suburb, and as may well be imagined, it created a great deal of merriment. An effigy of the Kaiser was one of the many fearful and wonderful features of the display and when the long train of merry-makers again reached the yards this effigy was set alight and burned amidst the cheers of the crowd.

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The shunters are cursing, as they through the pools splash. And their awful oaths are mingled with the banging buffer's clash.

It is a very happy life, that a shunter man doth lead, He works for eight long hours each day, with scanty time to feed.

They keep him hard at "yakkker" chasing after trucks all day. Each morning running fearful risks, as he with death doth play.

Sometimes, when luck deserts him, some trucks will get away. Into a "dead-end" they will crash, and he's fined a whole day's pay.

And sometimes, through no fault of his, a truck gets off the line. The "heads" hold an "inquiry" and he gets another fine.

When pay day comes, he lifts his pay, a sad and weary man; It's hard work for nothing, come, deny it, if you can!

Add to this discomfort on a wet and dreary day, And you with me will quite agree, that the shunter earns his pay.

Not only in wet weather must he toil to make a crust, But also in the summer, when the air is filled with dust.

Yes, when the sun is blazing hot, the dust in clouds doth rise, And blinds the poor old shunter, by filling up his eyes.

Oh, happy, happy shunter that leads a care-free life, Amid such gay surroundings, with no thoughts of woe or strife.

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**ANTHONY HORDERNS' FOR THE Silent White Sewing Machines**

No. 23 (shown partly open).  
THE WHITE FINCH TENSION is without a peer. It makes the thread just enough to produce a smooth, elastic stitch.  
THE WHITE TENSION INDICATOR shows the state of the tension at all times. It can be changed or duplicated in an instant.  
THE WHITE TENSION RELEASER, operating with a lifter bar instantly removes all tension from the thread.  
THE DUST CAPS on needle and presser bars prevent the ingress of dust; hence easier, smoother working.  
THE WHITE DROP-HEAD AUTOMATIC LET is the latest improvement in sewing Machines, and is a WHITE feature.  
The WHITE Vibrating Shuttle Machine are slightly restricted, and each machine has nickel-plated head wheels, ranging from 16 to 25, and drawers at each side, with beautiful steel iron furniture, the most attractive style yet brought out. All WHITE Machines are fitted with ball bearings and supplied with a full set of the latest style Steel Attachments.

No. 24V, with No. 25V, as illustrated, £7, SIX Drawers, £7/15/-  
No. 25V, with FOUR Drawers, £7, SIX Drawers, £7/15/-

Packing for the Country, 2/6 extra; Duplicate Parts always available.

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**THE TRIALS OF THE SHUNTER**  
(By M.E.G.)

The place is Earling Harbor, on a drear winter's day,  
'Tis raining, and the water all about in pools doth lay.

The shunters are cursing, as they through the pools splash,  
And their awful oaths are mingled with the banging buffer's clash.

It is a very happy life, that a shunter man doth lead,  
He works for eight long hours each day, with scanty time to feed.

They keep him hard at "yakkker" chasing after trucks all day.  
Each morning running fearful risks, as he with death doth play.

Sometimes, when luck deserts him, some trucks will get away.  
Into a "dead-end" they will crash, and he's fined a whole day's pay.

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**BRANCH NOTICES**  
NEWCASTLE No. 10.

The fortnightly meeting of Newcastle No. 10 branch (Traffic) will be held at Becham's Room, Fern-street, Islington, on Sunday, May 23rd, at 10 a.m. sharp, and at the Trades Hall, Newcastle, on Tuesday, May 25th, at 7.30 p.m. sharp. Business will be very important, and a full attendance of members and intending members is respectfully requested at both meetings. Members are also requested to place themselves on a financial footing. Defaulters and non-unionists should take notice of the resolutions carried at the Iron Trades conference at Newcastle, that they will not work with either defaulters or non-unionists, and pay up. Those that are not in a union should get one as early as possible and be prepared to show their ticket when asked for it.

**TO THE EDITOR**

All letters intended for publication must bear the writer's name and address, not necessarily for publication, but as a guarantee of good faith. In every case correspondence will be held strictly confidential.

**SYDNEY COACHING SHUNTERS.**  
DISGRACEFUL CONDITION OF CABIN.

Dear Editor,—I would like to draw the attention of your readers to the disgraceful condition of the shunters' cabin at Sydney yard. This building measures about 12ft. by 10ft., and around the walls are the lockers, which take up 2ft. of that space all round. It is furnished with a table and one stool. This is the accommodation provided for 150 shunters. Think of a place of this size being provided as a mess-room and changing-room for 50 men. It can only be compared to the "Black Hole of Calcutta." At the changing of shifts it is a struggling mass of men, some trying to change their clothes to go home and others preparing for duty. There is no provision made for the men to wash themselves, and the only means of boiling water is a gas ring. In addition to the shunters its inhabitants include myriads of cockroaches, fleas and bugs, which help to add to its discomforts. It is no uncommon sight for a shunter to find that the cockroaches have got mixed up with his food. This cabin is an absolute and lasting disgrace to the Department, and the wonder is that it has not been the cause of some infectious disease among the men. If the Departmental heads, when out for their morning airing near the signal-box, would only step across the way and inspect this cabin, I'm sure the sight would astound them. Trusting some able pen than mine will take this matter up, and that influence may be brought to bear in the proper channel to have this matter remedied. I am yours, etc.,

"ONE OFF."

**BRANCH MEETINGS.**  
SYDNEY No. 1.  
(Continued from page 7.)

Railways Group No. 11 Board, published in Government "Gazette" No. 32, of 28th May, 1913, it was pointed out that clause two, paragraph 2, provides that men "unemployed as second-class painters, who, as part of their regular duty are, or may be engaged in, putting on coats of paint, or varnish, other than finishing coats, on any vehicle other than wagons or trucks, or in putting on such finishing coats on any such vehicle under the supervision of a first-class painter, or of a foreman, 10s. per day."

As this work is being done by a number of men in the Eveleigh carriage paint shop who are not receiving the above rate, that is 10s. per day, it was decided that the Commissioner be asked to pay the above rate to the men concerned, and, failing a favorable reply, that summonses be immediately issued for the amount claimed.

On the question of the classification of brake vans, it was contended that as a four-wheeled brake van had attached to it one passenger compartment, and a bogie brake van two passenger compartments, they constituted a carriage under No. 3 Board, which states that "a brake which is plain painted 1s. 11d. per hour; brakes that have attachments for the carriage of passengers 1s. 4 1/2d. per hour. As these brakes have, as stated above, compartments for the conveyance of passengers, and are also painted in three colors, the men employed painting them should be paid the 1s. 4 1/2d. per hour rate. It was decided that the general secretary be requested to write to the Chief Commissioner asking that the above rate be paid men em-

**REGULATIONS GOVERNING PAYMENT.**

As there seems to be doubt in the minds of Service employees when they should be paid for time lost attending departmental examinations, the following regulations, made by the Chief Commissioner, are furnished for general information. All members are urged to cut out this paragraph and preserve it for future reference. It can again be reprinted.

The matter of the payment of time and expenses allowed to the staff when attending examinations has recently been reviewed, and the following conditions have been adopted generally:—

**STAFF ATTENDING DEPARTMENTAL EXAMINATIONS.**

(a) Eyesight (Ordinary and Special tests), higher positions, examinations of wages staff for clerical positions, accountants, stationmasters, night officers, goods and coaching clerks.

**PERMANENT STAFF.**

If the men are examined during their ordinary hours of duty no deduction from their pay will be made. If examined in their own time no payment will be made for the time occupied in the examination. In cases of re-examination, both for higher positions and of the wages staff for clerical positions after having previously failed, any time lost during the ordinary hours of duty in attending the re-examinations will not be allowed. Men on the Running Staff sent to the medical officer after an absolute failure in the local eyesight examination will not be paid for the time occupied in examination by the Railway Medical Officer. Expenses will not be allowed.

**TEMPORARY STAFF.**

Temporary staff in the service sent for ordinary or special eyesight examination, other than for permanent staff, pay will not be deducted if examined during ordinary working hours, but no expenses will be allowed. Time occupied by the temporary staff in any other examination will not be paid for, nor expenses allowed.

**AFTER ABSENCE**