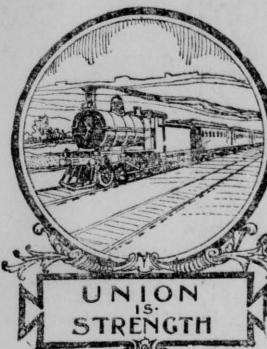


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THURSDAY, JULY 8, 1915

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VISIT OF THE NEW ZEALAND AMALGAMATED GENERAL SECRETARY.

ENTERTAINED BY THE ASSOCIATION EXECUTIVE AND COUNCIL

Mr. Mack, the General Secretary of the New Zealand Amalgamated Railway Association, was on Thursday last entertained by the "All Grades" Executive and Council at Bauman's Cafe, Pitt Street, Sydney. There were about twenty-five persons present, and the President (Mr. E. D. Campbell) presided. The toast of "The King" was duly honored, after which the chairman apologized for the absence of the General Secretary, who, he said, had been called away to Newcastle; also for Messrs. Davis, Kearney, Eyles, and Stokes.

Vice-President Kavanagh proposed the toast of "Our Guest." It gave him great pleasure, he said, to move this toast, as Mr. Mack belonged to a kindred Amalgamated Association. Mr. Mack had already told them of the advantages that the railway men of the Dominion had gained as the result of amalgamation, and they were able to make a comparison between the amalgamated system as it was worked in New Zealand and the sectional system as we knew it in New South Wales. Here we had fourteen or fifteen sectional unions within the service, in addition to some smaller ones. The Amalgamated Association had been endeavoring to do propaganda work in support of one service union, but had not yet attained this object. He hoped that before very long they would succeed in their efforts, and having done so they would be able to secure a recognition of their demands as did the Amalgamated in New Zealand. While the New Zealand Association ask for what they wanted, and are sure that it would be granted at once, in New South Wales had to go to the Arbitration Court, and a Judge decided what wages they should receive and what conditions they should work under. He would like those present to resolve to make themselves organizers for the one big union in their spare time, they should continually advocate the one union, and endeavor to show what could be attained by amalgamation. Mr. Kavanagh briefly alluded to the war as it affects the workers, and said that if the workers of the world were as united as they ought to be there would be no war. The workers were foolish enough to allow themselves to be divided. The capitalists were united. The workers were not united in one solid organization. Some sections considered themselves better than others, whereas it should be recognized that an injustice to one worker was the concern of all. Without brain and muscle gold was useless, and when they realized this they would be able to abolish war, and bring about a state of things in which those who did the work would get the profit. As railway men, they had one employer, and they should have one union in the service. Forty-seven thousand men speaking as one would command a hearing. At present one section of the men made demands upon the department, and another section made demands of a different character, and very often the result was that neither of the demands were granted, the department working one section against the other. They received what was termed a living wage, but which really was a subsistence wage. Their aim should be to secure a truly living wage for every man, not merely

about it and think about it.

The toast was drunk with musical honors.

Mr. Mack, in the course of his response, said it gave him great pleasure to meet with men that believed in the one big union principle. He thought this a question to which every man that called himself a unionist would have only one answer. It was a well-known fact that they could do things better collectively than they could individually. This was especially true of commercial and industrial life, but there were men that would not see beyond their own selfish interests. Their vision was limited, and the question they asked was: "What does it affect ME?" They could not, in fact, see past the end of their nose. When a boy he read the story about the bundle of sticks, and had always realized that organisation was the secret of success. The organisation to which he was attached was entirely an amalgamated concern. They originally embraced the whole of the men in the service, but some of the clerical staff went out (although they had many of them at the present time.) The loo, running men also went out, thinking they could do better, but most of them remained. The second, however, did not number a great many, and they had not the faith in their own men, and the centres of their organisations were situated in places where they could not get into immediate touch with the department, the headquarters of the drivers being at Christchurch, and that of the others at Dunedin. The Amalgamated headquarters was at the seat of Government, Wellington. The Association worked on behalf of the casual hands as well as the permanent. They had, he understood, about 45,000 men in the service in New South Wales, and he gasped when he thought of what this number of men could do if united. At the rate of 1/- a month they could have an income of over £28,000 per year. They could command so many votes that no Government would care to oppose them. They would not require to strike under these conditions. They would have the power at the ballot box to deal with those that did not please them. They should use that power, and use it wisely, otherwise they would find the public against them. Their object should be to keep the public on their side.

Mr. W. Armstrong, in supporting the toast, said that he hoped that Mr. Mack would convey back to their comrades in New Zealand the best wishes of the Association.

Mr. Harford, speaking to the toast, said that the natural foolishness of the individual was a failing that had to be taken into account, and it was only by amalgamation that this selfishness could be restrained and the individual prevented from using this inherent selfishness to satisfy his personal ambitions at the expense of the welfare of others.

Mr. Long said he was glad to

see Mr. Mack as the personification of what he (the speaker) regarded as an ideal organization.

His idea of unionism was illustrated by the old idea of the bundle of sticks,

but they could go along any trans-

line in the city and hear such exclama-

tions as "It's no good to me, the

other chap is getting a sprat

a day extra and I'm not."

They were not united, but were just a mob possessed with the

idea that each section should be for itself.

Mr. Mack, as the General Secre-

tary of the New Zealand Amal-

gamated, personified what they

should be. On the question of

amalgamation they should have a

vote of the men themselves. (Hear, hear.) They should get away from the leaders, as these men did not want amalgamation. The men themselves could see that one big union was what they required, but there was a certain body of men whose interests were opposed to it.

They realized the advantages of one

big union, and they should also realize the advantages of one

big union. Mr. Mack's visit would have a good effect. The men would be endeavoring to inaugurate the proportional representation principle

with a single transferable vote. This meant that any body of men that was strong enough could be sure of having representation on the council, some more, some less. At present some sections were over-represented. It was a well-known fact where a simple majority vote was used it was possible for a minority to be placed in power. In cases where there were a number of candidates it was possible for the person elected to receive a minority of the votes cast, and he could not in these circumstances be said to represent the majority of the electors. It was now recognised that the minority had rights as well as the majority, and what was wanted was a system giving an elector an alternative chance. Under such a system there would be fewer wasted votes, and there was less chance of their being misrepresented. Supposing they wished to elect a council of twelve men and there were 48,000 electors. Forty-eight divided by 12 gave them four, therefore 4000 would be taken as the quota. The original system there would be fewer wasted votes, and there was less chance of their being misrepresented. Supposing they wished to elect a council of twelve men and there were 48,000 electors. Forty-eight divided by 12 gave them four, therefore 4000 would be taken as the quota.

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

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SECRETARY. ADDRESSES.

Albury ... J. James, Hotel-st, Albury.

Armidale ... J. McDonald, Rly. Way Stn., Armidale.

Argyle ... G. Jansen, Elway Quarries, Argyle.

Botany & Sliding ... F. Newton, 69 Day-st, Leichhardt.

Blackheath ... Jas. Rock, Bell-rd, Mt. Victoria.

Bryce ... W. Turnball, Railway Dept., Bryce.

Bathurst ... T. Thomas, 123 William-st, Bathurst.

Canterbury ... Thos. Egan, Culcairn.

Cootamundra ... R. Murray, Post Office, Cootamundra.

Cowra ... W. Francis, Loco., Cowra.

Darling Harbor ... Leslie J. Kerr, 9 Shephard-st, Darley.

Eveleigh ... J. Blanning, Macquarie-st, Eveleigh.

Gunnedah ... A. J. Smith, 9 Lamerton-st, Eveleigh.

Hurstville ... Geo. H. Cawley, 105 Hurstville.

Harden (Q) ... M. A. O'Donnell, Pitt-st, Harden.

Harden (C) ... Daniel Stewart, "Janesfield," Harden.

Hobson ... R. Larkie, Rly. Way, Hobson.

Goulburn ... G. Warbrick, 18a High-st, City.

Goulburn & Bungonia ... G. Warbrick, 18a High-st, Goulburn.

Guards, Shunters, and Signalmen ... J. Dickson, "Banisters," Spencer.

Gunnedah ... H. G. O'Brien, Altern. Sun.

Hurstville ... A. J. Smith, 9 Lamerton-st, Eveleigh.

Illawarra ... M. A. O'Donnell, Pitt-st, Illawarra.

Leichhardt ... G. Warbrick, 18a High-st, Goulburn.

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Maitland ... G. Warbrick, 18a High-st, Goulburn.

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Newcastle ... G. Warbrick, 18a High-st, Goulburn.

Newcastle & Way ... G. Warbrick, 18a High-st, Goulburn.

Orange ... Peter Peenan, 22 Fern-st, Illawarra.

Penrith ... Walter Tiller, Goobart-st, W. Narrabeen.

Picton ... T. D. McKinney, 102 Pitt-st, Picton.

Penrith ... A. R. Walker, Pitt-st, Penrith.

Pitmead ... A. M. Young, 102 Pitt-st, Pitmead.

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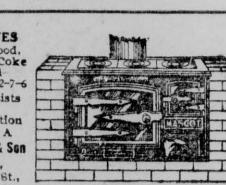
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BRANCH MEETINGS.

(Continued from Page 2).

GUNDEDAH.

The Gunnedah branch met on the 3rd Inst., the President (Mr. P. J. Tennant) occupying the chair.

The Secretary was instructed to write to Head Office asking the General Secretary to deal with members over six months in arrears.

It was decided to ask the General Secretary to insert a paragraph in the "Co-operator" suggesting that every employee forfeit a holiday, and the money go to Australia Day.

Mr. Albert Leary was admitted a member of the branch.

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When the Cold Threatens

This is the season of the year, when, if cold once gets a hold of it, it is before long to fight the first clutch of it. There are few odds that can withstand premonitory warnings. When you get that creepy feeling or begin to sneeze, it is time to wear clothes that will not only keep you warm but will protect you against the sudden changes that are so often experienced at this time of year.

VICARS' Australian ALL-WOOL TWEEDS

are made from pure Australian Wool, which, being the finest in the world, will guard you against all sudden changes in the weather. Send your letter to them to you and look for the "Waratah" Trade Mark on every two yards.

JOHN VICARS AND CO., MARRICKVILLE

Wholesale only from W. S. COOK & SON, LTD., 38 York Street, SYDNEY

THE CO-OPERATOR.

PUBLISHED WEEKLY.
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EDITORIAL MATTER.

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

ARTICLES AND CONTRIBUTIONS.

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

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

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

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THURSDAY, JULY 8, 1915.

THE BUTTER FAMINE.

Butter continues to be a scarce commodity in the metropolitan area; in fact, it is now almost an unobtainable luxury. In ordinary times the present period of the year is regarded as the "off" season for the butter producer—especially if he has not made provision for winter feed. This fact, however, does not wholly explain the exceptional scarcity that we are at present experiencing, for in previous years butter has been obtainable all through the winter at a reasonable price. It would appear that the main reason for the shortage is the unwillingness of the farmers to supply the market at the rates fixed by the Necessary Commodities Commission, and that rather than do they prefer to keep their supplies for local consumption or utilise the milk for other purposes. In the border districts it is said that a quantity of cream is sent into the adjoining State. It is also claimed that many dairymen, tempted by the high prices for cattle, are disposing of portions of their herds. Probably all these causes are operating together. One thing is very evident, and that is the unwillingness of the dairy farmers, as a class, to take their share of the general burden during a crisis that calls for sacrifices from every member of the community. The average dairy farmer appears to have a special and deeply-rooted dislike to the city worker; he seems to imagine that the people of the cities and industrial centres have plenty of money and nothing to do, that the city workers' life is just beer and skittles, and that he—the dairy farmer—is the only man that works. If the truth must be told, the life of the dairy farmer, with all its drawbacks, is far more congenial and healthy, and is surrounded by far more comforts than is the life of the city worker, who is bound to the iron wheel of toil and does not re-

AMERICAN RAILWAY METHODS

LEATHER CLUBS FOR THE WORKERS.

The hearings of the American Commission on Industrial Relations which dealt with the labor policies of the Pennsylvania Railroad brought out the significance of that power of a corporation which is known as corporation police. The men in the Pennsylvania Railroad police department are commissioned by the various state governments and authorised to make arrests. According to the company's statement the police are for the following purposes. To protect the property of the company against carelessness, negligence, malicious mischief, depredations and fire; to assist in gathering facts in cases of personal injury and other claims; to preserve order upon the premises of the company and upon its trains; and to aid in quelling any disturbance that might arise upon company property and to uphold and enforce the law in so far as the company's interests are involved.

The Superintendent of Police of the Pennsylvania Railroad stated that the road has 355 men in its private police force, practically all of whom exercise police power delegated to them by states and cities. In addition there are 299 watchmen who are added to the police service when needed. These men are armed with revolvers and leather clubs. The clubs are manufactured in the company's shops.

The enumerated duties indicate the broad power which is usurped by the railway corporation. In fact they are governmental functions, many of which involve the welfare of the general public, yet they are exercised by agents irresponsible politically. Wherever political power is in the hands of an irresponsible agent there exists an opportunity for and tendency to injustice and despotism. The police power of the Pennsylvania Railroad has resulted in a rule of industrial despotism for Pennsylvania employees—the power which was allowed for protection has been used for repression and coercion.

A WATCH WINNER

THE RECENT RAILWAY PROCESSION

The Minister for Railways, speaking to the men at Randwick, referred to the action of the jealous growler, who wrote some smart but nasty and unpatriotic things about the waste of lime involved in preparing the great display that the railway men surprised the city with on June 12th. He told the men not to be annoyed about it. No one connected with the railway management or the Government took the slightest notice of it. They were pleased with the skill it exhibited, and the patriotism of which it was convincing evidence.

ANSWERS.

PROBATION FETTLERS.

"Bathurst" Fettler asks: Is a probation fettler entitled to night expenses for the six months during which he is doing his probation? I maintain, according to the award, that the officials have no power to stop same. Answer: "Yes."

THE AMALGAMATED AND PER-WAY MEN.

"Combo" asks: Did the Amalgamated have anything to do with obtaining the shilling per day for per way men? Answer: Yes, the "All Grades" obtained the increase.

Are nine of every ten per way men unfinancial members of the Association?

Answer: No, very few per way men are unfinancial.

The chairman of directors of the Motor Bus Services, Limited (Sydney), who returned from America last week, states that a wave in favor of the motor bus for street transportation is sweeping over the whole of America, and services are spreading out from the large centres like wildfire. His company decided to build special vehicles for Sydney. The intention is to assemble the cars and trucks in America, but subsequently the vehicles will be manufactured in Australia. The buses will have a six-cylinder engine of 55 actual horse-power, and the bodies in all probability will be of pressed steel. It is hoped to put twenty of these vehicles on the streets in about four months.

ORGANISING ACTIVITIES IN THE EIGHT-HOUR DEMONSTRATION NORTH.

THE GENERAL SECRETARY ON TOUR.

At last week-end the general secretary, Mr. Claude Thompson, visited Newcastle, Maitland, and Cessnock on wages board and organising business. While at Newcastle he met a number of "All Grades" men who were delighted with the progress the Amalgamated is making throughout the State. The Traffic men at Newcastle are coming over very rapidly to the Amalgamated, realising that the one big union for the whole of the Service is the only means whereby they can secure a betterment of their industrial conditions. The guards on the coal road, almost to a man, are now in the Amalgamated, and those few who have not yet joined are seriously considering enrolling themselves at an early date.

Proceeding to Maitland, the general secretary addressed three large meetings of the East Greta branch on Saturday night, and a combined meeting of railway and tramway employees on Sunday morning. The Maitland branch has made marked progress under the able guidance of Mr. H. Hopkins. Taking over the branch not many months ago, he found it in a lax condition. He has now built it up to nearly 100 strong. The East Greta employees have 112 members, and only one of them is unfinancial.

A brief report of Mr. Thompson's speech appears elsewhere.

THE "ALL GRADES" PICNIC

MEETING OF THE COMMITTEE.

At the latest meeting of the Picnic Committee Mr. C. West occupied the chair, and the following members were present:—Messrs. D. Ford, A. Weldon, J. McDonald, H. Davis, R. Austin, G. Kavanagh, A. Smith, J. E. Baker, E. Savage, A. Roby, J. Thomason, T. Hudson, F. Pinkstone, H. Lockhard, P. Kennedy, and R. Yeend.

Apologies were received for the absence of Messrs. Munro and King. Donations were received from R. B. Orchard, 10/-; and C. I. Harris, 2/-.

Mr. Smith spoke about some person trying to sell a picnic ticket to a railway fireman's wife for 1/-, the price being 1/6. After a great deal of discussion, the matter was left in the hands of Mr. Smith to make further inquiries, and report at next meeting.

The Secretary stated that the tickets are numbered, and he has a full account of the tickets given to the Committee, and also the members. If anybody bought a ticket under the price they could forward the same to him for investigation.

It was decided that the Committee shall meet every Saturday night at 7.30 o'clock at the Head Office, Central Square, until the picnic business is finished.

The following were elected on the Sports Committee:—Messrs. T. Hudson, F. Pinkstone, A. Weldon, J. Thomason, A. Seagull, F. H. Sutherland, D. Ford and J. Hansen.

It was decided to send a letter to the Executive regarding the Railway Band.

Mr. Kennedy was elected M.C., in conjunction with Mr. Baker.

The Sports Committee then adjoined to draw up the sports programme and elect members of their committee to their various positions. Subsequently the Sports Committee drew up the following programme, which was adopted:—

SPORTS PROGRAMME.
Starter, A. Weldon; handicappers, A. Seagull, T. H. Sutherland and D. Ford; judges, F. Pinkstone and J. Thomason; master of track, J. Hansen; referee, F. Hudson; sports secretary, F. Hudson.

FIRST RACE.

Sergents, Ltd., Handicap, 125 yards.—First prize, value £5; second prize, £3; third prize, £2. Entrance 2/6.

Entries close for this race on Saturday, July 17th, at 9 p.m., at Head Office. Entries will be received by the committee and sports secretary until the above date, but no later. Competitors must send in their last two years' performances, if any.

SECOND RACE.
Married Ladies' Belgium Handicap, 50 yards.—First prize, value £1; second prize, trophy value 16/-; presented by Morley Johnson and Co., George-street. Entrance, 6d. Post entry.

THIRD RACE.
Single Ladies' Dardanelle Handicap, 50 yards.—First prize, value £1; second prize, trophy value 16/-; presented by G. Hart, Esq., Emu Hotel, Regent-street; second prize, trophy, value 10/- (presented by R. B. Orchard, Jeweller, George-st.). Entrance, 6d. Post entry.

FOURTH RACE.
Old Buffers' Australian Charge Handicap, 50 yards.—First prize, value £1; second prize, trophy value 7/6 (presented by W. Lowe, tailors, George-street). Post entry.

FIFTH RACE.
Allies' Three-Legged Race, 75 yards.—First prize, value £1/1/-; second prize, value 10/- (presented by Entrants). Entrance, 6d.

SIXTH RACE.
Inspector McKay, Per. Way Narrandera, has closed his list with seven guineas. "Tom" has gone back about four guineas. A lot revoked on him. Better luck next year.

SEVENTH RACE.
Mr. T. G. Smith of the Coal Overseers' office at Bullock Island, has hit to leg for £1/5/7, an increase of over a fiver. He is a nominee of Dist. Supt. Fox, and has done him credit. Mr. A. C. Gilbert, of the Crane Overseers' branch, is another good worker on the Bullocky Island.

EIGHTH RACE.
These races will be for members of the Association and their wives and families only.

Prizes will be presented on the ground on the day of the picnic.

WESTRALIAN RAILWAY MEN

The Westralian Railway Officers' Association protested against the Government decision to keep salaried men on forty-four hours' pay per week, while putting wages men back to forty-eight hours, to the Premier, Mr. Scaddan. Mr. Scaddan said that there was only a certain amount of funds available, and the money had to be made to go round. Putting wages men on forty-eight hours again would probably involve retrenching a number of them, but the Government was compelled to restore it by the Railway Employees' Union.

SUCCESS FOR LOCO. DRIVER.

Driver H. Liddon, Albury, having failed in the vision test, was reduced to the position of head cleaner. The Amalgamated took up the case. Result: A test obtained for Liddon.

COMBO asks: Did the Amalgamated have anything to do with obtaining the shilling per day for per way men?

Answer: Yes, the "All Grades" obtained the increase.

Are nine of every ten per way men unfinancial members of the Association?

Answer: No, very few per way men are unfinancial.

Every member of the Amalgamated that reads this paragraph is specifically urged to do all in his power to work up enthusiasm for Eight-hour Day. The Amalgamated is to be held, it was deemed advisable to postpone the council meeting for a week.

Proceeding to Maitland, the general secretary addressed three large meetings of the East Greta branch on Saturday night, and a combined meeting of railway and tramway employees on Sunday morning. The Maitland branch has made marked progress under the able guidance of Mr. H. Hopkins. Taking over the branch not many months ago, he found it in a lax condition. He has now built it up to nearly 100 strong. The East Greta employees have 112 members, and only one of them is unfinancial.

A brief report of Mr. Thompson's speech appears elsewhere.

PERSONAL.

Hats with about £25, which leads 1914 by a fiver. Nice biz.

Another good man is Mr. Mörner, of the Waverley tram depot. We have had a good year with the tramway men, considering all things. There are two or three big lists out yet. When complete we shall summarise the tramway men's little bit, and let everyone know the result.

Guard Frank Turnbull booked his lists in with over £27 on them. Frank is one of the brightest, and has been appointed a certificate holder for the South Coast traffic subscribers.

We must not forget Mr. D. Robson—our old friend "Robbo." Who does not know him. He still peddles about on the Central Station good as new. He has paid over £8/15/9. This is better than last year by about five and twenty bob. It's not too bad. "Robbo."

The Chief Commissioner is reported to have returned from Queensland in an improved condition of health.

The many friends of Mr. W. H. Swain, foreman at the car and wagon shops, but perhaps better known as the President of the Hospital Fund, will be glad to know that he is recovering from a nasty attack of bronchitis, and expects to be back to the electro dipping baths again in a few days.

A Goulburn message states that Mr. Benjamin Tildsley, loco. foreman, is through ill-health, retiring from the railway service, after being associated with it for forty years. Mr. Tildsley drove the first express train (known as the Melbourne express) run in the State.

From the first of July a rearrangement has been made in the control of the Railway locomotive traffic at Lithgow. Mr. C. H. Stanger, outdoor superintendent of western stations from Lithgow to Dunedoo, Bourke, and Condobolin, will control the whole of the western district from Blacktown. It is said that this may involve the removal of Mr. Stanger's headquarters from Orange to Eskbank.

Joshua Higgins, a tram conductor, was found in an outhouse at the Dowling Street tram depot, Moore Park, with a bullet in the right side of his head. A revolver containing a discharged shell was lying near by. He was unconscious, and when taken by the Civil Ambulance to Sydney Hospital was admitted in a serious condition.

HOSPITAL FUND PARS.
Mr. Fred. Hourne, S.M., Mount Victoria, has closed his list with 36/6. This is a little bit ahead of last year. He always was a good collector.

Mr. J. W. Williams, S.M., Condobolin, has sent for another hundred tickets. He is enrolling the Condobolin-Broken Hill railway builders in fine style. It has been often stated that if you can show the men a good thing they will subscribe freely.

Mr. S. C. Cobbett, S.M., Quirindi, has sent along a decent contribution, and is sorry it is not greater. Never mind, it is clear that "Steve" has done his best. Numerous other S.M.s are looking to yarning all the staff they control. Numbers count. Without numbers we cannot pay £143 per month for the unlucky ones in hospital.

TO BE GIVEN AWAY FREE
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VISIT OF THE NEW ZEALAND GENERAL SECRETARY.

(Continued from Page 15.)

Dominion received 7/- per day. In fact, they only received 6/6 prior to the Association taking charge of the men's interests and when they met in 1904 the engine drivers and guards decided to ask for no increase until these lower paid men were fitted up. They went to the Minister and asked for an increase 11/- per day for these lower paid men and they got it and in 1911 the Association got them up to 9/- per day and at the present time no man gets less, with the exception of the juniors. The children of service men going to school were freed from both husband and wife had a privilege ticket once a month and the wife got store pass every week, and in isolated places the men got sixpence per day extra. One of the benefits following upon amalgamation was that they could not get an increase for any part of the service without increasing the wages of other sections. If one received an increase others had to receive it too in order to retain the same difference between them. All were benefited. Wages went up automatically all round.

Mr. Mack explained the rates of compensation paid to service men in the event of accidents and the regulations concerning the Appeals Board, laying stress upon the fact that the Department had no representative on the Board. He said that the representative of the Association received 12/6 per day as well as his ordinary wages when doing duty on the Board. They had not applied for an award from the Arbitration Court as they did not need to do so. They had no desire to be bound down by an award for three years. Mr. Mack then proceeded to deal with the subject of federation, workers' compensation and superannuation and gave those present an insight into the heart of his Association's work. In conclusion he said he wished to thank the officers and Mr. F. Catts for the kind manner in which he had been treated during his stay in Sydney; also their General Secretary, Mr. C. Thompson. He might be in Sydney again next year as he was quite in love with the climate, it was so much less vigorous than it was in Wellington. He thought it would be a profitable undertaking if an interchange of visits could be arranged between the officers of the Amalgamated in New Zealand and New South Wales. It was a difficult matter for a man to come over here and get a thorough grasp of the condition of things in a short period, but if periodical visits could be arranged much good might come of it. He appreciated all that had been said about him and thanked them very much for having come to listen to him. If at any time they wrote for information upon any railway subject he would be only too pleased to supply all the particulars that were available.

Mr. O'Donnell proposed the toast of the Press couched with the name of Mr. F. Catts, and referred to the good service rendered to the Association by the "Co-operator."

Mr. Catts briefly responded, saying that he appreciated the knowledge that the paper had done good work, and was glad to believe that this was the opinion of the majority of the men. He thought that Mr. Mack would have been a tower of strength to them had they been able to keep him for awhile to talk to the men on the benefits of amalgamation. He (the speaker) hoped the time would come when they would have one big union and one big newspaper.

Mr. Yates proposed the toast of the Chairman, and Mr. Campbell having responded, the proceedings terminated.

TO BE PAID IN DEPARTMENT'S TIME.

The men at the Penrith Loco. Depot were compelled to draw their pay in their meal hour, or after they had finished in the evening. The "Amalgamated" took up the case. Result: Obnoxious order cancelled, and men to be paid in department's time.

SEE THE BIG PRIZE LIST NEXT ISSUE.

"ALL GRADES"

PICNIC

In conjunction with the Railway Military Band.

CORREY'S GARDENS,

BANK HOLIDAY,

AUGUST 2nd, 1915

Steamers from Fort Macquarie at regular intervals.

FAMILY TICKET, 2/-; SINGLE TICKET, 1/6

Pres. C. WEST. Tres., J. MUNROE. Sec., R. YEEND.

ORGANISING.

ORGANISER'S REPORTS.

HOMEBUSH.

On June 29th Mr. Corish visited Strathfield, North Strathfield, and the C.C. Sheds, Homebush. He is pleased to be able to state that the Traffic Wages Staff at Strathfield are, with a couple of exceptions, all members of the "All Grades." Mr. G. Armstrong worked hard at this centre during the time he was secretary of the Redfern branch. Since he left we have had no collector there, but fortunately most of the boys are paid to the end of 1915 and hold yearly badges. The organiser has succeeded in getting a new collector for the depots—Mr. Hancock, porter—who will prove to be a good representative. Some of the non-members at Homebush promised to join with Mr. J. Donnelly (our collector for the per, way now) who has received several promises for the July-September quarter.

TRAFFIC MEN JOINING.

On June 30th Mr. Corish had quite a busy time on the Illawarra line. "At Temp," he reports, "I met Mr. Atkins, porter (our collector), who has several new members already, and expects others. At Arncliffe I met a small interlocking gang, all of whom are members but one, and this one is joining with one of the collectors of the Granville branch. Some of the porters at this depot are also joining. At Rockdale I got the names of a number of traffic men, who will join next pay-day. These include shunters and senior and junior porters. There are many members of the staff that I had no chance of meeting, as they were on different shifts, but I shall see them another time. At Kogarah I met several of the Traffic staff, all but one signaller, are members of the Hurstville branch. Several men assured me that they would join, and it may be said that we are doing tolerably well on this line among the Traffic men."

AT NARRABEE.

On the 1st inst. Mr. Corish visited the tramway maintenance gangs at The Spit, Manly, and Narrabeen. "They are," he says, "only small gangs, and the lengths are so long that the men are hard to reach. I saw our collector (Mr. Ryan), and he is working hard to get the men enrolled. With regard to those in Jackson's and Hoppy's gangs, most of the men will join providing we send a collector along regularly. I saw Mr. Ryan about doing the collecting for the three gangs, and he will act, providing that he is left on the length where he is now stationed.

IN SYDNEY YARD.

On the 2nd inst. Mr. Corish met several of the shunters at Sydney yard, also some of the fitters' assistants and Per. Way and interlocking men. He says: "Our collector (Mr. Pembroke) keeps well in touch with the interlocking men. All that I met were members. In fact, it is only in rare instances that I met a non-member in the interlocking department. The Per. Way are nearly as solid. Some of the shunters promised to join on their next pay. So far we have no collector on the job yet. Mr. Scanlan meets some of them occasionally, and an interlocking has benefited. Since the beginning of the year, the Amalgamated had fought thirty cases before the Appeals Board, and, although it was too early to prognosticate, the position was extremely hopeful. Brief mention was made of the number of successes achieved by the Amalgamated during the last few months. All grades of the Service were herein represented and all grades had benefited. Since the beginning of the year, the Amalgamated had secured a number of new members recently. During lunch time I met a large number of the staff at the western sheds, and had a splendid meeting. All those present seemed to be deeply interested in the address. A large number of the juniors were present and I tried to give them a good insight into the work the association is doing to better their conditions. I briefly referred to the successful efforts of the association in securing eight hours for juniors, and assured them that we are intent upon fighting to gain the eight hours for the juniors on the platforms. I also endeavoured to point out the great need there is for all Traffic men to be solid in one union, if they desire to obtain the conditions they were justly entitled to. I referred to the visit of Mr. Mack, general secretary of the New Zealand 'All Grades,' and gave them some of the valuable information

that he imported concerning the work of his society in New Zealand, and the general conditions of the Service in the Dominion. I pointed out that in many respects the wages and conditions of the New Zealand men were far in advance of ours; that they had a minimum of 9s. per day, and that no man in the Service got less. I also explained that a large number of the railway employees there are provided with departmental houses, the rent of which is fixed at one day's pay per week and dwelt upon their appeal board and Workmen's Compensation Act. Finally I tried to show that the great secret of the success of their union is because of the fact that there is only one union there, that is recognised by the department and the Government, namely, the "All Grades."

ORGANISING AT MAITLAND.

ADDRESS BY THE GENERAL SECRETARY.

At Woolfe's rooms, Elgin Street, West Maitland, on Sunday last, the general secretary, Mr. Claude Thompson, addressed a combined meeting of railway and tramway men. Among those present were tram Per. Way men, representatives of all branches of the Government railways in and about Maitland, and a goodly muster of employees of the East Greta Company's Service, including a number of loco. drivers who are, at present, members of another union.

Mr. W. H. Halls, chairman of the East Greta branch, was in the chair.

The general secretary, in the course of a speech lasting an hour and a half, outlined the principles of Amalgamated unionism. He showed that in those States and countries where there is one union for the Railway Service, the result is beneficial and satisfactory to the workers, while in those States and countries where there are a multiplicity of unions, the results are disappointing. He showed there is a tendency on the part of employers, whether private companies or public servants, such as the Chief Commissioner, to subdivide and scatter the forces of labor among a number of unions, play off one little union or section against the other, and thus retard the progress of efficient organisation.

Mr. Mack, who was recently in this State, has shown what had been accomplished in New Zealand by amalgamation effort. The result of an "All Grades" union in Great Britain had proved that even in war time such a union was able to secure an increase in wages for employees. Men throughout the Service were complaining of being placed upon partial time and the impossibility of getting legitimate increases and the delay in the rectification of grievances. This was entirely due to the presence of a number of sectional unions. With one union for the whole Service, that one union would be able to speak with united voice for all the railway and tramway men and secure justice. During the last week or two he had pleaded the case of the East Greta men before a wages board, and, although it was too early to prognosticate, the position was extremely hopeful. Brief mention was made of the number of successes achieved by the Amalgamated during the last few months. 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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 house for the safest place of ambush we find it is in the laundry. This statement of fact easily provable—the laundry washes and cleans every week the clothes we wear, our bed, table, kitchen, and bath linens, handkerchiefs, towels and curtains. Nothing absorbs and carries the germs or seeds of disease so readily as these; to ambush the ambushing disease germ therefore we must begin in the laundry.

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

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

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I am Always at the Disposal of our Women Readers.

THIS PAGE is devoted entirely to the interests of women. Those who desire advice and information may direct to Violetta Boyce, care of the "Co-operator," and every communication will receive prompt attention.

THE HEART OF THINGS

When a hen lays an egg the whole poultry yard is quickly informed of the fact, and the event is the signal for a chorus of cackles. One would imagine, judging by the noise, that some new discovery has been made and that the particular hen who is the primary cause of all the excitement, has performed a phenomenal feat, such as no hen ever performed before. Newspapers often remind me of hens. One of them will succeed in laying an insignificant literary egg, and it will embellish it with seven scarce headlines in such a way as to make people believe that it is an egg of vast proportions, and of momentous importance. When we come to examine it it is found to be a very stale egg, and a very stale egg—an egg that has been cackled over by newspaper hens during the last twenty years. The other day my attention was arrested by the following headlines in a Sydney evening paper:—"Infanticide"—"Alarming Increase"—"Need for Foundling Home"—"City Coroner Stirred"—and on reading the text I discovered it was the same old egg that has done duty on innumerable occasions during the last quarter of a century. The City Coroner (Mr. Hawkins) awoke to the realisation that too many newly-born infants are put to death—not less than eleven during the last six months—and straightaway he commenced to make a fuss, and to call upon the Government to establish a Foundling Home. One would think he had suddenly discovered the stolid white elephant, whereas in reality he only discovered something that every decently informed person already knew. Fifteen or twenty years ago the "Sydney Morning Herald" published a leading article deplored the prevalence of infanticide, and suggesting that the Government of the day should establish a Foundling Home on the lines that Mr. Hawkins suggests to-day.

* * *

While it is true that both Mr. Hawkins and the rip-called evening roarer that published his remarks are somewhat belated in their advocacy of such an institution, the fact remains that a Foundling Home is badly needed. It is perhaps needed more than it ever was; not merely as a preventive of infanticide, but as a means of preserving child life, which is becoming more and more valuable to the nation. The conventionalities of society, disciplinary and necessary as some of them may be, bear very heavily upon the unfortunate girl or woman who finds herself burdened with parental responsibility while yet outside the whole system do not hesitate about seeking advice. We are here for you for consultation, and you will incur no obligation by calling. If unable to call personally, write, 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.

SIMPLE HOME REMEDIES.

BLEEDING AT THE NOSE.

An effectual means of stopping bleeding at the nose is to move the jaws up and down as though going through the process of mastication, or chew blotting-paper or wadding.

FOR WEAK EYES.

For weak eyes, from whatever cause, bathe the ball in a solution of boracic acid. Take a teaspoonful of the powder, make into a paste with a little boiling water. Add one pint warm water. Keep corked.

ASHES LYE POULTICE.

Take a small bucket of clean, dry wood ashes, and pour boiling water into it, stirring till it is about the consistency of thin paint; then set the paint aside for an hour or longer. Pour off the lye through a strainer into a bottle, as it will keep any length of time. The lye should be clear, and the color about amber. You now have one of the simplest, safest, and most effective poultices within your reach. For a gathered finger or whitlow pour a quart of hot water into a basin and add half a teacup of lye, and your poultice is ready. Dip the finger in and out of the fluid till it can be borne in altogether, and if anything can move the matter this will do it.

For a gathered breast or inflammatory swelling, where dipping cannot be done, heat some of the lye and add it to linseed meal or bread instead of using plain water, and you have a poultice as powerful as can be borne, and which, sensibly applied, gives wonderful relief.

That the trade union movement is the highest and best developed working-class movement thus far evoked no thinking man can successfully dispute.

committal of this offence is far more common than appears upon the surface, for possibly not a quarter of the cases that occur are ever discovered. This is especially true of pre-natal infanticide, which crime, it may be here mentioned, is by no means confined to the unfortunate that fall victims to circumstances outside the precincts of marriage.

* * *

Mr. Weits, the famous novelist, has put forward a plea for the endowment of motherhood, and the idea is favorably received by many social reformers as not only feasible but necessary. Careful students of social conditions have viewed with grave disquietude the deterioration in the quality and quantity of the birth supply, and the present war, with its ruthless slaughter of the manhood of the nations engaged in it, will further accentuate the problem. But the question, in the last analysis, is an economic one. The standard of comfort in a family, it has been pointed out, depends upon the total income as dividend, and the number of the family as divisor.

The Mathusian theories, published about the middle of last century, were not long in finding acceptance among the better-informed of the working classes, who discovered that the pressure of subsistence was imminent to the rearing of large families. In accordance with the spirit of this philosophy, parents of the middle and superior artisan classes refused to lower their standard of comfort by increasing the number of their children, and the Mathusian idea has not ceased to operate, especially in the more thickly populated industrial centres. It is now recognised that the only way to improve the birth supply is to raise the level of life and improve the standard of living. Mathus, who was an Anglican clergyman, taught that the propagation of the human family proceeded at a geometrical ratio, whilst the means of subsistence proceeded at an arithmetical ratio, and the natural sequence was that unless the propagation of mankind was held in check, one would overtake the other with disastrous results. This philosophy has proved to be more or less false, but its plausibility gained for it a ready acceptance, and the economic conditions brought about by modern industrialism, has assisted to make its conclusions more convincing. Until these conditions change for the better the problem of the birth-rate is likely to go unsolved, despite any appeals that may be put forward based on moral and sentimental grounds.

"When a child wants a certain thing it waits until the crying for it stops. If you do this the child will soon learn that crying brings no results and the annoying practice will stop."

"Coddling in childhood usually develops a selfish, self-centred, self-seeking adult, who, in the end, pays a heavy penalty for it all by being generally disliked."

"When we got to the hospital we had no difficulty in finding out in which ward the men were, as the noise of the poor devils trying to get breath was sufficient to direct us. We were met by a doctor belonging to our division, who took us into the ward. There were about twenty of the worst cases in the ward, on mattresses, all more or less in a sitting position, propped up against the walls.

"When a child wants a certain thing it begins to cry for it, if what he desires is just and right for him to have, in no circumstances should the thing be given him until it is a ready acceptance, and the promise will be kept."

"If a child is crying for something that it is wrong for him to have, or wrong for him to have at that particular time, the mother should tell the child that he cannot have it, clearly, simply, briefly, and direct, and let it go at that. Let him cry. It will not hurt him. Let him weep if it and learn in the process that crying brings no results, and that when his mother speaks she means what she says.

"Prove that you are willing to give him what is reasonable and right for him to have and that what is harmful and wrong you will not give him in any circumstances. He will learn to trust in your sense of justice. But be sure to be consistent. Don't refuse a thing one day and give it to him the next," just to stop him from crying."

THE SCHOOLMASTER AND THE FLAG.

The Main Trunk correspondent of the "Auckland Star" reports the following as having happened at a small school not fifty miles from Taupo. "A district schoolmaster the other morning was startled to see flaunting obnoxiously from the school pole a German flag. When he got back his breath the flag came to earth in double quick time, and he expressed his detestation of the dishonored piece of bunting in a way doubly as effective as the German 'Hymn of Hate.' He spread it out, marched the children backwards over it, then ordered them to wipe their boots on it, and finally tossed it over for tug-of-war purposes. As a rule, boots are not particularly clean where there are country roads, and it can be readily understood that the youngsters fulfilled this part of their work very effectively, and no fault either could be found with the manner in which the offending flag was torn to pieces, which the youngsters took home as relics of the incident. The schoolmaster has earned a reputation as a staunch supporter of the Union Jack, and it is conjectured that, overnight the German flag was given an unworthy position in order to ascertain what the schoolmaster would do in the circumstances.

A German prisoner was caught with a respirator in his pocket; the pad was analysed and found to contain hypo-sulphite of soda with 1 per cent. of some other substance.

The gas is in a cylinder, from which when they send it out it is propelled a distance of 100 yards; it there spreads.

Please make a point of publishing this in every paper in England, English people, men and women, ought to know exactly what is going on, also members of both Houses. The people of England can't know. The Germans have given out that it is a rapid, painless death. The herbs! No torture could be worse than to give them a dose of their own gas. The gas, I am told, is chlorine, and probably the same as other gas in the shells they burst. They think ammonia kills it.

THE SPOILED CHILD.

HOW TO TREAT IT.

The spoiled child is everywhere. You will hear one woman say, "My child, whenever refused anything, bursts into crying, and continues to cry violently until he gets it." Another mother may be heard to say, "My little girl demands that I be constantly with her, and every time I try to leave her there is trouble."

"When we have company," says another parent, "my boy behaves exactly as he pleases, is rough or rudely assertive or does things which he thinks are 'smart,' and whenever I have tried to check him he has shamed me by making a frightful scene."

"My child insists upon having his own way," says another mother, "he demands the best of everything and he will play no games unless he is the leader."

Such cases may be multiplied indefinitely. In most cases the child is spoilt owing to the mother's unthinking indulgence during the earliest years of the child's growth, when habits are just commencing to form. Some women are too indolent to take the trouble to correct a child; they seek the line of least resistance and allow it to have its own way and do not think that they are thereby securing dragon's teeth for themselves. A few hints may be useful.

"Never give the spoiled child anything it wants until the crying for it stops. If you do this the child will soon learn that crying brings no results and the annoying practice will stop."

"Coddling in childhood usually develops a selfish, self-centred, self-seeking adult, who, in the end, pays a heavy penalty for it all by being generally disliked."

"When we got to the hospital we had no difficulty in finding out in which ward the men were, as the noise of the poor devils trying to get breath was sufficient to direct us. We were met by a doctor belonging to our division, who took us into the ward. There were about twenty of the worst cases in the ward, on mattresses, all more or less in a sitting position, propped up against the walls.

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ACCIDENTS

A cleaner named Geo. Edwards was on Wednesday fast bound dead beneath a railway truck at Junee. It is surmised deceased released the pin of a coal wagon, allowing the door to fall upon him, breaking his neck. Edwards was a single man, and only recently arrived from Scotland.

The gas is in a cylinder, from which when they send it out it is propelled a distance of 100 yards; it there spreads.

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GERMAN WOMEN.

SOCIAL.

PRESENTATION TO MR. DAVE FORD.

An Englishwoman, who knows German life well, says that the treatment of the German woman is akin to that of the Maori. "She is the chattel slave, especially now while her lord and master is fighting for his fatherland. Where in history do you find the name of a German woman placed on the same place as the Frenchwoman? That is the crux of the whole of this 'kultur' that is taught in Germany, the keeping down of the women, who are only educated to the standard of a housekeeper, or as they term her, the hausfrau. The nation, instead of advancing, has returned back to the original atavism as a neglected flower will do. By muzzle the Press they also keep her in darkness, and she just believes what they choose, and not to form her own opinions, for she has none. We can but liken her to the Chinese woman, who has had her feet crippled to keep her from rising; she has had her brain done the same."

POISON GAS

INCREDIBLE TORTURES.

The London "Times" states:—"We have received from a correspondent, whose authority is beyond question, the following grim account of a visit to the victims of 'gassing':"

Yesterday and the day before I went to — to see some of the men in hospital at —, who were 'gassed' yesterday and the day before on Hill 60. The whole of England and the civilised world ought to have the truth fully brought before them in vivid detail, and not wrapped up as at present.

"When a child wants a certain thing it waits until the crying for it stops. If you do this the child will soon learn that crying brings no results and the annoying practice will stop."

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ACCIDENTS

TRAFFIC MEN!

31 Concessions Obtained.

Amalgamated Successes.

READ, AND BE CONVINCED.

Apart from Wages Board's activities, the Amalgamated takes up hundreds of individual grievances of members. A great number of these are successful because the "All Grades" know exactly how best to place the facts of each case before the Department. The Amalgamated officers have the experience, the ability, the knowledge and prestige necessary for achieving results. The sectional unions do nothing—accomplish nothing.

As an indication of the number of cases where the "All Grades" has shown results, the following will suffice:

EIGHT HOURS A DAY.

Porter G. Armstrong, when relieving a junior porter, was compelled to work nine hours instead of eight hours as provided by the award. Intervention by the Amalgamated was completely successful. Payment on an eight hours day basis and back pay secured.

SHUNTERS AS FUEL MEN.

Shunters in Darling Harbour were being used as fuelmen. Representations by the Amalgamated resulted in directions being given that shunters are not to be called upon to shovel coal.

RAILWAY SIGNALMAN'S PROMOTION.

Railway Signalman Robbins, Goulburn, was passed over for a junior man. Amalgamated intervention secured him that which he desired.

GUARD WARDALE'S CASE.

Guard W. Wardale, guard, Sydney, was injured at Darling Harbour, through shunters hitting up the brake-van in which he was working up his reports. Department paid him half-time only. Amalgamated intervened. Result—Full pay secured.

GUARDS' HOURS REDUCED.

Guard Irving was being worked in a way which was extending his shift over 12 hours. Amalgamated intervened. Result—Directions given that his shift was not to exceed over 12 hours.

GUARDS' WALKING TIME.

Guards at Newcastle were having travelling time disallowed wrongly. Amalgamated intervened. Result—Directions given that they were to be allowed walking time and reasonable time for making out journals.

The Association also obtained a radical modification of regulations governing the issue of passes to coal guards.

LOST TIME PAID TO GUARD.

Guard Atkinson, of East Greta, attended East Maitland Court as Crown witness in a derailment case. Company would not pay him for lost time. Amalgamated intervened and secured prompt payment.

A PORTER GETS JUSTICE.

Temporary Porter E. L. Turner, Sydney, was disallowed expenses due to him, £3 4/- The Amalgamated intervened. Result—Superintendent of Lines authorised payment.

NEW LOCKERS OBTAINED.

Newcastle branch required more lockers at the Scissors, Port Waratah. The Amalgamated took up the matter. Result—Directions given for construction of 32 additional lockers.

NEWCASTLE SHUNTING YARD.

This shunting yard long fought for the classification of Newcastle as a special class shunting yard. The Royal Commission recommended it. T. R. Johnson refused, and so did Mr. Harper until now. The insistent advocacy of the Amalgamated resulted in directions being issued for Newcastle to be classified as a special class yards, as from June 1.

WOMAN'S GRIEVANCE REMOVED.

Mrs. Murray, rest-house attendant, Picton, could not secure the redress of grievances. The Amalgamated intervened. Result—Suitable directions given.

HIGHER PAY AND BACK MONEY FOR WATCHMAN.
Thomas Ashton, watchman, McMyler Hoist, Newcastle, was receiving 9d per hour only. Amalgamated intervened with the result—Ashton is to be paid 1/- per hour with back pay from 17th February, 1913, about 4/6 per day.

EXECUTIVE OBTAINS CONCESSIONS.

The Executive of the Association waited upon the Chief Commissioner with a number of requests, with the result as stated. (1) That the local rest house attendant at Hamilton be supplied with fuel, the same as other depots.

The Chief Commissioner said it was the practice to supply rest house attendants with fuel for the purpose of washing rest house linen, but in one at Hamilton the attendant was allowed 1/- per week in addition to her wages, to cover the cost of fuel, the department paying cartage expenses. He would have no objection to supplying the rest house attendant with fuel provided that the 1/- per week allowance above referred to be discontinued.

NIGHT EXPENSES OBTAINED.

Charles Grew, of Medlow Bath, was instructed to proceed and take up work at Leura. Worked at Leura 5 weeks. Applied for night expenses and failed to get satisfaction. Our Association took matter up with result—Grew is to be paid night expenses.

CONDITIONS OF DARLING HARBOR SHUNTING YARD. HIGHER PAY FOR SHUNTER.

H. Frewin, Leading Shunter, Newcastle, On Royal Commission's recommendation Association was successful in having Newcastle graded as a special class yard. Frewin upon making application to be paid 11/6 per day under new classification, department refused on grounds that he was not entitled to this rate until he had served two years—which would be 1st June, 1916. The Association took matter up with the result—Frewin will be paid 11/6 per day as from 1st June, 1914.

A QUESTION OF DRAINAGE.

The drain near the Erskineville Signal Box "hummed some." The men complained of the nuisance, but the evil was not remedied. The Amalgamated took up the matter. Result—Directions given for arrangements to be made to remove the cause of complaint.

A TRANSFER OBTAINED.

Porter _____, owing to domestic trouble, desired a transfer from _____ to Metropolitan area. Through intervention of Amalgamated department agreed to transfer Porter _____ to Sydney.

RETRENCHMENT RESISTED.

The new roster at Darling Harbor, whereby the men lost 12 hours per period and had to come to work at 10 o'clock in the morning. The Amalgamated took up the matter. Result—After two interviews with the Chief Commissioner, directions were given that they were to take a day off in rotation each period. This instead of losing 12 hours per period they lost only one day. Appropriate directions also given in regard to Sydney Goods and Alexandria Sidings.

RELIEF FOR SHUNTERS.

Porter _____, Mudgee, was in the habit of doing shunting work for about six hours each shift for porter's pay. Amalgamated took up the matter, with the result that an additional third-class shunter was appointed.

NEW MESS ROOM OBTAINED.

Redfern branch reported the bad state of accommodation in eastern sheds. Not only was building too small, but employees had their clothes and bags chewed by rats and other vermin. The Association approached department with the result that plans are now in preparation for new mess room, and steps have been taken to exterminate rats and vermin.

EMPLOYMENT DISTRIBUTED.

Owing to wet weather, some of the senior hands at Darling Island were put off whilst men with less service were retained. The "Amalgamated" took up this grievance. Result—Directions given that work to be distributed fairly among the employees.

BACK PAY OBTAINED.

W. J. Stubbings, leading porter, Wallerawang, was under-paid 5% days, and could not obtain the money. The Amalgamated too the case up. Result—Back pay obtained for him.

BETTER DINING ACCOMMODATION.

The Railway employees at Waterfall complained of the absence of dining room accommodation. The men could not obtain satisfaction. The Amalgamated took up this grievance. Result—Directions given for the temporary provision of accommodation pending other arrangements.

A ROOM FOR PORTERS.

The porters at Wollongong had insufficient mess room accommodation. The Amalgamated took up the matter. Result—Additional room set apart, table and gas ring supplied.

DIFFERENCE IN MILITARY AND BACK PAY FOR PORTERS.

Porters Coleman, Emery and Griffiths, Sydney Parcels Office, were not being paid the proper rate of pay under the Traffic Award. After failing to get satisfaction from the Department by their own efforts, the Amalgamated took the matter up, with the result that they received their proper rate of pay and back pay also.

EIGHT HOURS FOR JUNIORS.

The Traffic Award made junior porters work 9 hours and seniors only 8 hours. The Amalgamated fought for eight hours for many months; finally the Chief Commissioner gave direction that junior porters in the carriage cleaning department should have their hours reduced from 9 to 8 hours a day as from 1st July, 1915.

EAST Greta CLAIMS.

WAGES BOARD SITTING

The Coal Mining (North) Group No. 2 (Colliery Mechanics) Wages Board, at the Newcastle Court-house on Thursday and Friday last, resumed the inquiry into the application by the Colliery Mechanics' Mutual Protective Association, involving increased rates and alterations of conditions, which has been supplemented by claims from the Amalgamated Railway and Tramway Service Association, and the Boiler-makers' Society. The board comprised its Honor Mr. Justice Egerton (chairman), Messrs. N. J. Clark and A. Neilson (representing the employers), and Messrs. H. Burg and J. G. Williams (representing the employees). Mr. Waller appeared for the Colliery Mechanics' Mutual Protective Association, Mr. Claude Thompson for the Amalgamated Railway and Tramway Service Association; Mr. G. W. Kidd for the Amalgamated Society of Engineers; Mr. C. A. Eary for the East Greta Coal Mining Company; and Mr. W. J. Earle for the Caledonian Collieries, Limited, Abermain Colliery Company, Limited, Rothbury, Bellbird, and Neath Collieries.

The board was occupied throughout with consideration of the claims of the Amalgamated Railway and Tramway Service Association, on behalf of the employees on the East Greta Company's railway, chiefly in comparing the claims with the provisions of the expired agreement, the interim award and the group of awards governing the employees of the State railways, and with awards covering gangers and fettlers in private employ.

The chairman, his Honor Mr. Justice Egerton, announced that at his request, the Government Statistician, Mr. Trivett, had undertaken an inquiry into the cost of living in the Newcastle district. As he had stated previously, the cost of living was a necessary element in the inquiry into the claims arising from the application of the Colliery Mechanics' Mutual Protective Society and other unions concerned in colliery undertaking. The relation of that cost in the Newcastle district to the cost of the metropolitan areas, and the variation, if any, from the cost when the judgment on the subject was delivered. It was impossible for the engine to be moved a couple of feet, as the hose would not reach the back pan. He then got off the engine and eased off the braces. The engine started ahead and bumped into No. 529, between which engine and 744 deceased was jammed. Witness had worked at Clyde for four years, and had moved engines constantly during that time. He had never been instructed not to move them. He did not know

whether the engine was guilty of manslaughter? He was of opinion that sufficient evidence of negligence had not been shown to convict.

The Coroner found that Dowling died from the effects of injuries received by being crushed between two engine buffers at Clyde yards on June 10.

Thomas Parsons, a fuelman, of New York-street, Granville, employed at the Clyde yards, said that at about 1.30 p.m. on June 10 he was engaged in knocking down the fires on engine 976 in No. 1 road. Fuelman Lackey, who was working with him, stated that the engine would have to be moved a couple of feet, as the hose would not reach the back pan. He then got off the engine and eased off the braces. The engine started ahead and bumped into No. 529, between which engine and 744 deceased was jammed. Witness had worked at Clyde for four years, and had moved engines constantly during that time. He had never been instructed not to move them. He did not know

whether the engine was guilty of manslaughter?

He was of opinion that sufficient evidence of negligence had not been shown to convict.

The Coroner commented upon the gravity of the accident. The previous fatality, which also occurred in No. 1 road, was caused by an unauthorised person moving an engine.

Another question was whether the engines under repair were sufficiently protected or not? It has been stated in evidence that engines were secured, yet a slight bump had been sufficient to send the engine which killed Dowling at least 8 ft. Had Parsons, through negligence, recklessness or indifference, been an unauthorised person, in moving the engine been guilty of manslaughter?

He was of opinion that sufficient evidence of negligence had not been shown to convict.

The Coroner found that Dowling died from the effects of injuries received by being crushed between two engine buffers at Clyde yards on June 10.

Mr. Dunn (Mudgee) referred to another instance in which the mother of Porter J. W. Colless, who enlisted for the front was paid the money due to her son from September until the end of March last when she received the following memo from the Commissioner's office: "From inquiries made it is found you are not dependent on your son's earnings, and under the circumstances it is regretted further payments cannot be made."

Mr. Dunn went on to say: "I understand that the Commissioners are holding over the payments until the son returns. I have brought the matter under the notice of the Minister, but so far the hon. member has not been able to persuade the Chief Commissioner, who appears to be as autocratic as Mr. Tom Johnson ever was, to alter the regulation and pay the money as directed. It is quite time there was an amendment of the Railways Act to enable the Minister to say to the Commissioner: 'I desire that this shall be done,' instead of being compelled to go cap in hand and say: 'Please, will you do a certain thing.' It is quite time steps were taken to confer upon the Minister for Railways some authority, and at the same time remove from the Commissioners the power they now appear to possess to snap their fingers at the Minister's head."

The Commissioner, in a note to the mother of Porter Colless, written in September, stated he had received an order from Private Colless authorising him to pay her any monies due to him and requesting her to call for it every fortnight.

Unless that order has been countermanded by Private Colless, the Commissioner has no sort of right to discontinue to obey it. The question as to whether the mother is dependent or not has nothing whatever to do with the Commissioner. A man has a legal right to dispose of anything that belongs to him in any way he thinks fit. The money does not belong to the Commissioner, it belongs to Colless, and the Commissioner has no more right to retain it, unless Colless revokes his order, than he would have to retain Colless' wages were he working in the shop. If this is a sample of the general policy that is being pursued by the Commissioner as regards the payment of money belonging to railway men at the front it is up to the Government to find a means of stopping it immediately.

PENRITH NO. 1.

The half-yearly meeting of the Penrith No. 1 branch will be held at the Manchester Unity Hall, Station-street, Penrith, on Sunday, July 11th, at 7.30 p.m. sharp. The business will be to receive the auditors' report and balance-sheet for the quarter, and other important matters.

The secretary wishes to remind all the members of the branch not to forget the anniversary, which is to be held at Mr. A. Hand's residence on Saturday night, July 31st.

WATERFALL.

The quarterly meeting of the Waterfall branch of the Amalgamated will be held at Mr. A. Hand's residence on Thursday, July 15th, at 7.30 p.m. sharp. The business will be to receive the auditors' report and balance-sheet for the quarter, and other important matters.

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EVELEIGH.

The Eveleigh branch will hold its usual monthly meeting at Head Office on Wednesday, July 14. This being a summons meeting, all members are asked to strain a point and attend. The Secretary has a matter of interest to every member to place before the meeting. This matter requires the attention of everyone that belongs to the branch, as it is of very important nature. It is hoped that there will be a good muster of members to discuss it.

As this is the beginning of the quarter, all members should try for one of the prizes that are offered to those who secure twelve new members during the quarter. Any members requiring enrolment cards may procure them from the branch secretary. There are plenty of men ready to join the "All Grades" if they are approached.

The Secretary and President have a supply of prize tickets.

Opposite Queen's Statue.

Phone, City 7882.

And his hours are from 9 till 9 every day, and Saturdays till 1.

YOU NEEDN'T PAY CASH—AN INSTALMENT EACH PAY WILL DO.

THE CO-OPERATOR.

MILITARY AND SERVICE PAY.

If 976 were in the yard for repairs, but the brakes appeared to be defective. Sometimes there were as many as fifty engines in the yard, and though it was the duty of the pilot-man to move them, it was too much for one man to carry out. His object in moving the engine was to prevent delay, and was in the interest of the department. The practice of moving engines by unauthorised persons occurred during each shift.

Evidence was given by Michael Steven Costelloe, acting-driver, who has had seven years' experience with the department and has been engaged at Clyde during the past four years as fuelmen, firemen, cleaner and pilotman. On May 17 and 18 he was pilot-man, and on that occasion complained to the foreman fitter that almost every man in the shed, fuelmen, laborers, etc., all unauthorised persons were moving engines. He objected to this, but was laughed at. He had heard the officer giving orders to fuelmen at Clyde to move engines. It was a common practice in the yard.

Frank Williams, fitter in charge (recalled), stated that he had never instructed any unauthorised person to interfere with an engine at Clyde yards. If Costelloe was aware of such a thing being done he should have reported it in writing. It was a serious matter.

The Coroner commented upon the gravity of the accident. The previous fatality, which also occurred in No. 1 road, was caused by an unauthorised person moving an engine. If Costelloe was aware of such a thing being done he should have reported it in writing. It was a serious matter.

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The speaker was given to draw their full money, but the railway authorities decided to make them work

