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

VOL. XI, No. 31 THURSDAY, JULY 29, 1915 Eight Pages ONE PENNY.

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next SNOWS.
28 OXFORD-STREET (next WINN'S), SYDNEY.

CREDIT FOR ALL

ORGANISING REPORTS.

THE DAILY ROUND

AMONG TRAFFIC MEN.

On the 19th inst. the organiser, Mr. Corish, visited the traffic employees on the main suburban area, as far as Croydon. At Newtown those he met did not belong to any union, and some of them promised to join, providing a collector is appointed for the depot. Mr. Corish says: "Mr. Spence (porter) will, I believe, do the collecting if Mr. Bell, our collector, cannot visit. In the meantime he will see as many of the staff as possible, with a view to enrolling them later. At Stanmore all the chaps are members of the association—except one, and he intends joining with Mr. Bell this quarter. Stanmore is solid for the 'All Grades,' so also is Lewisham. All porters I met at both these places are members. Mr. Bell does the collecting and the best thanks of the association is due to him for the excellent work he carries out; his work; he always collects for the Per. Way gang at Petersham. At Ashfield all those I met are members of the association, and Mr. Bell collects there. When at Croydon I had not sufficient time to see many of the staff, in fact, I had only sufficient time to distribute some literature. Those working on the late shift I could not reach to-day, but I shall meet them on the morning shift on the occasion of my next visit."

AT EVELEIGH.

On the 20th inst. Mr. Corish visited the interlocking depot, Eveleigh. He says: "I met a good few of the laborers, all members—except one—who joined with me. During the lunch hour I addressed a very good meeting of the car and wagon staff. Our collectors had made the meeting well known. Mr. Quartly introduced me to those present. I first mentioned that the object of my visit was to place the positions and claims of the 'All Grades' before him and to assist our hard working collectors to still further strengthen the position of their association, which was constantly fighting to improve the lot of the men in all sections of the Service. During a brief review of the past and present position of unionism, I showed some of the drawbacks that existed, owing to the conflict of sectional unions. This state of affairs meant numerous wages boards, and consequently a great amount of delay in procuring awards, and of course a great amount of unnecessary expense. These matters concerned every railway employee, and it was their duty to have the best organisation possible, if they were to gain what they were entitled to—fair wages and better conditions all round. The Amalgamated Association had, directly or indirectly, obtained most of the improved conditions railway men were enjoying today. At the present time we were in a strong position, and we were able to fight the battles of any section of the Service, either before wages boards or in any other respect. I briefly referred to the N.Z. Amalgamated Society, where they had secured a minimum wages of 9s. per day, and many other concessions, such as their Workman's Compensation Act and Appeals Board, and explained that they were a vast improvement upon similar Acts in this State. These were gained because in N.Z. only one 'All Grades Union' was recognised by the Railway Department and the Government, and that union spoke with one united voice

THINGS IN GENERAL.

*AN ESSAY.

(By "Jumbo.")
"Appeals are things that are 'spat on.'
A fact that we have learned; The "Board" is just a punishment That Railway men have earned. Our "Rep." is like an ornament, And "evidence" is useless, for They knock its bottom out.

The "Appellant," well, he's the mug Who brings along his case And hopes that he will get a show To wipe aside disgrace; He handles it with confidence— There's not the slightest doubt That he is habbergasted when They knock its bottom out.

Our "Party" is a blatherskite That promised us a show; They said that they would alter it, But that was long ago. The "All Grades" is a union, and I'm throwing bets about That it will smite this Board all right And knock its bottom out.

STATION CLASSIFICATIONS.

There is much concern over the proposed reduction of the classification of stations in order to cut down the award increases. This is hitting below the belt with a vengeance. Every effort is being made to lower the status of the lower paid officers, but not a single instance can be quoted wherein an attempt has been made to better status, other than that sealed by law. Who is responsible for this unseemly flinching? Loyalty can never be raised in such seed-beds.

CLERKS AND OVERTIME.

Strong complaints are made against the Permanent-way Accountant for working his clerks overtime. He has stated that certain officers work overtime of their own accord. This is vehemently denied by the clerks. It is said that one officer completely broke down and is now seriously ill through it, and that the hours of duty shown by the attendance book do not give a correct record of the overtime worked. This is a serious charge, and the Industrial Court has been asked to intervene.

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And 307 other Valuable Prizes.
The First Prize last year was won by Mr. M. M. White, Sydney, N.S.W., for the modest outlay of £50.
Get a Ticket and have a Chance for 1915.
Results of Drawings will be advertised in daily metropolitan papers on Monday, November 1, 1915. To any person forwarding a stamped addressed envelope, a list of the results will be posted. Tickets may be had from Australia in all towns, or direct from—
JOHN W. DOYLE, Secretary, Eight-Hour Committee Trades Hall, Sydney.

DEMONSTRATION AND SPORTS, Monday, 4th October, 1915.

£1000 OF THE PROCEEDS DONATED TO OUR WOUNDED SOLDIERS FUND

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Interest 5 per cent.

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3 1/2 per cent. Interest on First £200.
3 per cent. On Excess to £500.

MAINTENANCE GANGS.

On the 20th Mr. Corish visited the fuelmen in Sydney yard, they are mostly members of our union, and those that are not will be shortly. Mr. Corish says: "I had a good meeting of the men in the Tram Per. Way extra gang (Croker's gang), Parramatta Road. They were anxious to know what we were doing about the short time system under which they are working, and which they contend does not permit them to earn a decent living. I informed them that our general secretary and executive were as anxious as the men themselves to see them in full time again. I also assured them that we had placed this grievance before both the Government and the Chief Commissioner, but without satisfactory results so far. I also informed them that the association was still trying to get their claims dealt with by the wages board, but that the chairman had not yet decided whether the hearing of claims would be gone on with or not. I endeavored to show them the unsatisfactory position the Tram Per. Way men were in at present in that they are divided into four or five different unions. This, I contended, was a source of weakness, and played right into the hands of the Department. I assured them that if they joined our organisation they would strengthen our position, and they could depend upon us to fight their industrial battles in the future as we had done in the past. After the meeting I saw several of the men, who had numerous inquiries about the association. They said they would join when we get a representative in the gang. I assured them I would do my best to do this. Later in the afternoon I visited the Dulwich Hill maintenance gang, where I got a promise of several new members.

PER. WAY GANGS.

On the 21st inst. Mr. Corish visited three of the Tram Per. Way maintenance gangs, namely, Forest Lodge, Balmain, and Leichhardt. "At 12.30 p.m.," he says, "I had a short meeting of the pitmen and cleaners at the Rozelle depot. We are making some headway among these men. One of the old hands asked me numerous questions about our union, why we lost our registration, and what was our present standing, etc. After I explained these matters to him he said he would join the association next pay. I feel sure he will prove a good worker for us. I met all of the men in the Balmain gang. Mr. Giles (our collector) has the promise of several new members when they settle up with their respective unions."

THE WHITE RAY POWER HOUSE.

The biggest thing we have in the making in the construction branch, is the White Bay Electrical Power House. It is a big scheme, well thought out, and designed to meet a future necessity. Its total completion will cost quite £1,000,000, and it will transmit 300,000 horsepower of the energetic fluid as far as Liverpool. It has now topped out to £600,000 and it is only half completed. A tunnel is being constructed from Longnose Point to Greenwich—under the harbour—10 feet by 8 feet, for carrying its enormous power-giving cables. There is nothing cheap about electricity. This tunnel will cost at least over £25,000.

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

KEEN'S MUSTARD

FURNITURE

at cut prices for cash, or on the following easy terms (no extra for terms):—4s. worth, 2/6 weekly; 10s. worth, 5/6 weekly; 20s. worth, 11/6 weekly; 40s. worth, 22/6 weekly; 80s. worth, 44/6 weekly; double brass-mounted bedsteads, complete, from 14/5/-; single bedsteads, 12; wardrobes, bevelled mirrors, 1 draw (12/10/-); oak bedroom suites, large bevelled mirrors in wardrobe and dressing table, marble top washstand, from 12/10/-; oak sideboards, 4ft. 6 in. 4ft. 6 in. 47/10/-; 6ft. 49/10/-; stained walnut sideboards, large bevelled mirrors, 12 upwards; oak dining-room suites, 45, din. in leather, 25/10/-; in tapestry and plush, 25/10/-; oak or walnut overmantels from 30/-; oilcloths, linoleum, carpets, rugs, mats, curtains and drapings. Bedclothes stocked in great variety.

Kitchen dressers 20/-, safes 12/4, tables 8/6, dinner ware, tea ware, cutlery and all kitchen utensils stocked. Re-upholstering repairs, etc., done at moderate prices.

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THIS IS A MOVEMENT VERY SIMILAR TO THE WALTHAMS. SUPPLIED TO THE RAILWAY DEPARTMENT. IT IS ABSOLUTELY DEPENDABLE, AND WILL LAST ANY MAN A LIFETIME.

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ABSOLUTELY THE LONGEST ODDS
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PROMPT PAYMENT AND FAIR DEALING.

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ALL PRINCIPLE EVENTS.
Starting Price anywhere.

ASSOCIATED RACING CLUBS PONY RACES.

NEXT MEETINGS:
1915.

Ascot, Sat., July 31
Victoria Park, Wed., Aug. 25

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WAR METHODS

An American correspondent, writing from London on the condition of the British railways, says:—"The increasing use of women in industry is noticeable. Taking the railway services, for example, we have women booking clerks, women porters, who are helping passengers with luggage, and women carriage cleaners. The first female station-master has been appointed, and openings are being made for women in other branches of industry. Along with this the railway companies of this country have now given directions that for the future while the war lasts no man of military age and physique shall be taken into the service of the railway corporations unless he is passed as unfit for military service. The only exception to this rule will be certain classes of work of extreme danger, such as the conducting of the shunting of engines in the yards (switching work) and cleaning of compartments where standing on the railway track itself is essential.

Furthermore, the railway companies, with a view to freeing more men and getting over labor shortages as well as making changes in their own methods of conducting business. Bookkeeping is being simplified, and the advisability is being discussed of requiring all goods and parcels sent by rail to have their charges paid in advance to put an end to the bookkeeping involved in the system of credit accounts.

"ALL GRADES" PICNIC
HELD MONDAY NEXT

Every member of the Amalgamated is urged to attend the "All Grades" picnic, which is to take place at Correy's Gardens on Monday next (bank holiday). Steamers leave Fort Macquarie at frequent intervals. This picnic will be an enjoyable function, so please attend. Tickets, single 1/6, family ticket 2/-.

CLAUDE THOMPSON,
General Secretary.

BAKER'S STADIUM, Personal Direction, Mr. R. L. BAKER
NEXT SATURDAY NIGHT, JULY 31, at 8.30 p.m., Middleweight Championship of the World.
EDDY MCGOORTY, America v. LES DARCY, Australia.
2 six-round prelims, commencing at 7.45 p.m. sharp. Prices: £22s., £11s. (reserved), 10s., 5s. Every Wednesday Evening, Monster Vaudeville and Boxing Entertainment.

OLYMPIA, NEWTOWN. Personal Direction: REP. L. BAKER
FRIDAY JULY 30th, at 8.30 p.m., 20 rounds, Welterweights—
ARTIE POWELL v. REG SPROULE
MONDAY, AUGUST 2nd, at 8.30 p.m., 20 rounds, Heavyweights—
KELLY MANSFIELD v. JACK DARCY
PRICES: 5s., 2s., and 1s.

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ADVICE FREE ALL DISEASES TREATED THE FOUNDER



THE TURF.

Aberdonia won a double at Tamworth on Tuesday.

The Victorian Race Club have agreed to a one-third reduction of race meetings.

The Canterbury Park Cup will be run on Monday.

La Steppe did the "hat trick" when she won the Flying Handicap at Wyong Park on Tuesday.

Mountain Knight has been backed for the Caulfield Cup.

Winners at Maitland on Saturday were La Steppe, Lord Burses, Rymerhill, Roo Loo and Banahla.

The ex-registered rider, D. Callinan, won two races at Ascot on Saturday.

A pony and trotting programme in aid of the wounded soldiers will be run through at Kembla Grange tomorrow.

It is not often that a 33 to 1 chance scores at a "pony" meeting, but on Saturday, at Ascot, Duke Merv, who was offered at 100's to 3, led all the way in the 14 1/2 handicap, and won nicely.

The New Zealand jockey, F. Porter, who scored on Margarita at Ascot on Saturday, is a first-class rider, and with decent luck he should go close to topping the ladder.

Dyor could not pay his way in Victoria, but on Saturday form at Rosehill, he is good enough to earn money in Sydney.

Margarita, a New Zealand mare, easily defeated her opponents in the 14 1/2 handicap at Ascot on Saturday. She is extra fast.

Kahonji's win at Rosehill was mainly due to the slight break he got at the start.

But for running out wide at the turn in the Flying Handicap at Rosehill on Saturday Little would have won easily.

Blackwalk's finish in the Cranville Stakes at Rosehill on Saturday was a "hobbydazzler."

Holy Smoke did not show up in the Carlingford Mile at Rosehill, but nevertheless he is worth following.

Ravello was backed in the Rosehill Handicap on Saturday, but he failed to repeat his track form.

Lady Clarence, who ran second in the Nursery Handicap at Rosehill, is a sister to Firm and Oweense.

Scottish Lad broke a bone in one of his fetlocks when racing in the Hurdles at Rosehill on Saturday, and it was necessary to destroy the Scottish King gelding.

Balranald (Postano-Wakeful) ran a good race in the Carlingford Mile at Rosehill, and as he looks well he may run a good race at the A.J.C. Spring meeting.

ROSEHILL.

Winners, S.P., Riders.
Dyor, 7 to 4 (Moon).
Ligero, 3 to 1 (Maher).
Blackwalk, 8 to 1 (McCabe).
Kahonji, 5 to 1 (Hickey).
Duke of Sparta, 20 to 1 (Conway).
Silver Steel, 4 to 1 (McLaughlan).

The attendance was only fairly good at Rosehill on Saturday. The day was fine, and going good.

For the Hurdles, Beacon opened favorite, but Dyor, who had only recently arrived from Melbourne, went to the post a point shorter in the betting than the ex-New Zealander.

Foothold led over the first jump, but Scottish Lad showed the way past the stand from Command, Dyor and Beacon, with Foothold in the rear. Scottish Lad broke down as they raced along the side and was pulled up. Dyor and Beacon led along the back by two lengths from Foothold. Entering the straight Beacon was just in advance of Foothold and Dyor, and at the last jump they were practically together, but Dyor, finishing best, won nicely from Foothold, with Beacon a good third and Command a bad fourth. Master Gordon finished two furlongs away.

Ligero and Sweet Malt were first to show out in the Flying Handicap, but at the half-mile Ligero and Sweet Malt led from Ligero, Lady Antonio and Little. Positions were much the same at the turn, but Little ran out wide on entering the straight, and lost several lengths.

Ligero and Little were in charge at the Leger, but Little again ran unkindly and was beaten a neck by Ligero. Cagon finished well in third place, and then in order named followed Speedfast, Harley Water and Lady Antonio.

Lady Moreno went out favorite in the Granville Stakes, but she went under by a neck to Blackwalk, who won at Canterbury the previous Saturday.

Lerd Claret and Tarpan led over the first furlongs from Habees, Lady Moven and Kinsail, but at the three furlongs Tarpan showed the way to Lady Moven, Kinsail, Heate and Aye Aye Sir. Tarpan still led when heads were turned for home, but at the distance Lady Moven was in command from Lord Claret, Annex, Kinsail and Blackwalk. The last named finished fast and managed to beat the favorite by a head. Lord Claret was a fair third, Annex fourth, Kinsail fifth, and Aye Aye Sir next.

Enamour was rushed at a short price when books opened on the Nursery Handicap, and at flagfall she was favorite at 5 to 2. Kahonji was second in demand at 6 to 1.

Kahonji was first out, and at the half-mile led from Lady Clarence, with Lady Truda and the favorite handy. On entering the straight Kahonji, Lady Truda and Lady Clarence ran wide over the final furlong, and finished under the judge's box in second place, and only a neck behind Kahonji, with Enamour a close third, Sir Malt was fourth, Kenlira fifth, and Soldier Man last.

Books got a turn up in the Kosehill Handicap, the winner turning up in Duke of Sparta, a rank outsider.

King Mostyn led over the first furlongs, but along the back Duke of Sparta went out and led by five lengths at the half-mile from King Mostyn, with Quisita, Fizzing and Charville a few lengths further away. Duke of Sparta led by four lengths into the straight from King Mostyn, Charville and Quisita, and, coming on, won nicely from Charville, with King Mostyn a fair third, Sir Vive was fourth, Ravello fifth, and Leta next.

The day's sport wound up with the Carlingford Mile, for which Holy Smoke was made favorite.

Stainer made the pace over the first part, and at the six furlongs led by a length from Hobbie Skirt and Lingard, with Cordon Rouge next. Positions were much the same at the half-mile, and Stainer showed the way into the straight from Lingard, with Silver Steel, Grab App and Hobbie Skirt handy.

At the distance Lingard, Silver Steel and Stainer were together, and a good finish resulted in Silver Steel just winning from Lingard, with Stainer a good third, Balranald fourth, and Hobbie Skirt fifth.

VICTORIA PARK.

Winners, S.P., Riders.
Kaloolah 5 to 1 (Blake).
Pompos Girl 10 to 1 (Denison).
Received 5 to 2 (Smythe).
Swanker 7 to 1 (Norman).
Aright 10 to 1 (Varley).
Fusakas' Daughter 8 to 1 (D. Callinan).

The first division of the Encouragement Stakes was won by Hand Bell, who scored easily from Lord Report, with Nooran third, Renona fourth, Fortuleen fifth, and Cruetot next.

Loud Report and Cruetot led early, but Cruetot was first in the straight.

The second division went to Head Mistress, who won by a length from Abraxite, with Ayr Dore two lengths away third.

At the Patriotic Sports Carnival at the Show Ground on Saturday, the high jump for horses, was divided by Bandler and Sunstar with 6 feet.

Canterbury Park Races
MONDAY NEXT
(Bank Holiday).
CANTERBURY PARK HANDICAP, 400 SOVS.
First Race, 1.50 p.m. Last Race, 4.20 p.m. (Cup).
TRAINS AS ADVERTISED.
W. L. DAVIS, Secretary.

SPARKLETS.

The Rugby League footballers were engaged at the Patriotic Sports Carnival on Saturday.

Eastern Suburbs defeated St. George in the President's Cup match at the Sydney Cricket Ground on Saturday, the scores being 18 to 9.

Balmaln and Glebe is the big League fixture for Saturday.

The South Sydney footballers defeated Goulburn on Saturday by 17 to 11.

The League fixtures for Saturday are:—

FIRST GRADE.—South Sydney v. Western Suburbs, St. Luke's Oval, 3.15; Annandale v. North Sydney, North Sydney Oval, 3.15; Newtown v. Eastern Suburbs, Wentworth Park, 3.15; Glebe v. Balmaln, Sports Ground, 3.15.

SECOND GRADE.—Western Suburbs v. Eastern Suburbs, Redfern Oval, 3.15; Balmaln v. South Sydney, Sydney Sports Ground, 2; Sydney v. Newtown, Wentworth Park, 2; Marriekville v. Grosvenor, Redfern Oval, 2; Randwick v. Surry Hills, Hampden Oval, 3.15; North Sydney v. Glebe, North Sydney, 2; Annandale, a bye.

THIRD GRADE.—Redfern United v. Alexandria, Alexandria Oval, 3.15; Newtown v. Balmaln Iona, Erskineville Oval, 3.15; S.S. Federal v. Camperdown, Erskineville Oval, 2; Randwick v. Sydney, Hampden Oval, 2; Eastern Suburbs v. Enmore, Alexandria, 2; Western Suburbs v. Drumoyne, Parramatta Oval, 3.15; Balmaln v. S.S. Kinkera, Birchgrove, 3.15; Glebe v. South Sydney, Jubilee Park, 3.15; Marriekville v. North Sydney, forfeit to North Sydney; Annandale, a bye.

Pymont is still unbeaten in the Association competition. On Saturday the matches resulted:—

FIRST LEAGUE.—Northern Suburbs Bicycle Club's 28-mile road 2 goals, Balmaln 1 goal; Granville 8 goals, Annandale 2 goals; Drumoyne 6 goals, Glebe 2 goals.

The Olympic Athletic Club's races on Saturday panned out:—Club Championship: C. W. Lamb, 20min. 53sec.; W. W. Sweeting, 27.6; A. Todoretich, 27.16; G. D. F. Darle, 27.23; A. B. Cooper, 27.45. 5. Sealed Handicap: F. Guider, 2min. 30sec.; C. W. Lamb, 25sec.; 2. W. Sweeting, 40sec.; 3. G. D. F. Darle, 45sec.; 4. B. Sommer, 2.50, 5.

BRANCH NOTICES.

PENRITH No. 1.

The monthly meeting of the Penrith No. 1 branch will be held at the Manchester Unity Hall, Station-street, Penrith, on Sunday, 8th August, at 11 a.m. sharp. As there is very important business to be transacted at this meeting, which cannot be made known at this stage, the secretary appeals to every member to make an effort to be present.

ANTICIPATIONS.
WARWICK FARM.

WARWICK FARM.
lengths away third.
SATURDAY.
HURDLES.
Compromise.
FARM STAKES.
Lady Metton.
FLYING.
Best Scot.
JUVENILE.
Lady Truda.
WARWICK HANDICAP.
Quisita.
WELTER.
Wymouth.

CANTERBURY.

HURDLES.
Foothold or Kurnalpi.
FLYING.
Arlanza or Ordinal.
PARK STAKES.
Lady Melton or Lord Clarit.
MAIDEN HANDICAP.
Lady Clarence or Martinmas.
CUP.
Charville or It's Funny.
WELTER.
Balustrad or Holy Smoke.

BOXING.

(“Patrian.”)

FIXTURES.
STADIUM.
Saturday, July 31.—Eddie McGoorty v. Les Darcy, world's middle-weight championship.
Saturday, August 7.—Herb McCoy v. Red Watson (U.S.A.).
Saturday, August 14.—Harold Hardwick v. Harry Reeve (Eng.).

BRISBANE.
Saturday, July 31.—Billy Kramer (U.S.A.) v. Henri Demlen (Belgium).
Saturday, August 7.—Waverley Geike v. George Taylor.

BOXING NOTES.
Les Darcy was an interested observer of last Saturday's scrap, and seemed to enjoy himself hugely, laughing away in the full enjoyment of perfect health and spirits. The shadow of his impending engagement on Saturday next did not seem to worry him a cent; and on the previous Friday night he and Dave Smith contributed largely to the success of the enjoyable Patriotic evening organised by Mr. Snowy Baker to help the wounded boys.

By the way, Eddie McGoorty did not take part in the Patriotic evening, although billed to spar with Jack Darcy. It is a way that Eddie has, but since he sent along a substantial cheque in lieu of himself he will have to be forgiven.

Furthermore, it is a sign that he is taking no chances, and intends to turn up fit and at his best for his next bout with Darcy, which is a praiseworthy state of affairs. He is more careful perhaps than our local lad, but then everyone has his own ideas of what is good for him, and his disposition is at any time less buoyant than that of "Laughing Les."

It must surely be a great fight next Saturday. It is the greatest middleweight contest ever seen in Australia. No doubt some of the shellbacks will rise up and say "No, that in the days of the "White Horse," and so on, and so on," but, anyhow, it will be the most important engagement of recent years.

They are two great fighters, Darcy and McGoorty, and although Eddie is only 26 years of age he is six or eight older than Les, and is at least 16 years older in experience. Darcy has come like a comet, and comets have a nasty way of exploding from their own velocity. Let us hope that Les will be different.

A record crowd is expected. As a matter of fact, 52 seats were unobtainable on Tuesday.

Once more that great bit of goods, Herb McCoy proved himself the master of Hughie Mehegan. McCoy is coming on lately instead of going off, and is likely to put a blot on Red Watson's record when they meet on the 7th. Hughie lasted 15 rounds and then was knocked clean out, it being some minutes before he came to.

At Olympia on Monday big Jack Darcy gained a gory and decisive victory over Bob Manning, the heavy-hitting amateur heavyweight champion, Jack, who was in the ring-stage himself only a short while ago, fought well and out-science and out-fought his opponent, who was in a bad way when the scrap was stopped in the 16th. That is, he looked in a bad way, anyhow. Of course, no fighter is ever really in a bad way when the referee stops the scrap. You ask them, and see.

"FIGHTING" MICK KING

"FIGHTING" BILLY MURRAY NOT UP TO EXPECTATIONS.

AUSTRALIAN GAINS A CLEAR-CUT DECISION AGAINST THE FAMOUS AMERICAN.

This paper never had much time for Mick King as a fighter, because it had never seen him fight. In Western Australia he had a reputation as a hard and willing brawler, and had a lengthy series of k.o. victories to back it up with. Over here he has been an exponent of the tap, skip, and run school, and although undoubtedly clever in those branches of the business, it was not a style to endear him to the "fans," or to bring him lasting fame or clean-cut victories.

Last Saturday, however, we saw something of the form on which he must have made his reputation. The

THE SENATE FRANCHISE.

It was resolved that members of all affiliated Labor leagues and unions be entitled to vote in the Senate selection ballot according to provisions of rule 2, Federal Elections. It was also resolved that it be a direction of the Deputy Returning Officers that where they may deem it necessary they may ask the person claiming to vote to declare that they have not voted before. Further, it was resolved that Deputy Returning Officers be appointed by their unions and branches, and that Deputy Returning Officers shall conduct the ballot with the aid of scrutineers. At the close of the ballot the Deputy Returning Officer shall, in the presence of the scrutineers, count ballot papers. The declaration, showing the result, which shall be countersigned by the scrutineers, and the whole,

THE "SUN" AND THE APPEALS BOARD

The Sydney "Sun" is worrying about the delay in the appointment of an assistant commissioner in succession to the late Mr. Richardson, and on Tuesday last this illuminating journal informed its readers that owing to the delay in making the appointment above mentioned, together with the illness of the Chief Commissioner, it is impossible to constitute the Appeal Board, and "many men are denied an opportunity of replying to charges which have been made against them." As neither the Chief Commissioner nor any of the assistant Commissioners are members of the Board, the "Sun" is worrying itself into a state of fretfulness quite unnecessarily.

Australia Day.

MEDLOW BATH ART UNION.

FOUR VALUABLE PRIZES.
1st Prize — Block of Building Land.
2nd Prize — Block of Building Land.
3rd Prize — Block of Building Land.
4th Prize — Block of Building Land.
LAND DONATED.

All proceeds in aid of Australia Day Funds.
Torrens Title. Deeds absolutely free to winners.
All Blocks within five minutes from Medlow Bath Railway Station.

Drawn Katoomba Town Hall, August 20th, 1915.
Winning Numbers advertised August 27th, 1915.
Tickets, 2/6 each, obtainable Head Office, Bowen Buildings, Sydney; Robb and Robb, 113 Pitt-street; and D. Clyne, Hon. Secretary, Medlow Bath.

CLARENCE VACANCY.

It was resolved that the Clarence by-election be not contested, and that the local leagues be informed that the executive consider it inadvisable to contest the seat.

JUBILEE COMMITTEE.

A meeting of the Jubilee committee was also held at the conclusion of the executive meeting. Saturday, 27th November, was fixed for the day upon which the celebration shall take place, and the General Secretary was instructed to engage the Sydney Town Hall for that evening. Hon. George Black, M.L.A., was appointed official historian to the movement.

ANSWERS.

"Anxious" (Redfern) asks if the wife of a tramway employee can have a business.
Answer.—No. The regulations distinctly state that an employee may not engage in business—and this applies to the wife.

"Per. Way" asks:—Can either a ganger or a fettle demand an exchange from one division to another, say, from North to South, when both parties concerned are satisfied to make the change.
Answer.—No employee may demand anything from the department. All transfers must be approved, and, if the department does not approve, the transfer is not permitted.

THE INHUMAN ENEMY
(Continued from Page 7.)

advantage, ended the first German attempt to use this inhuman means of warfare. Whatever military value this practice may have had was practically gone after the gas had passed the first mile where were located the positions of the reserves. The Germans during the whole of this war never made a more serious mistake than this, for they have roused the usually placid Moulks and awakened a passionate desire for revenge, and the next action will clearly indicate the results of their practices.

AUSTRALIA DAY
EAST GRETA'S QUOTA.

The East Greta branch has a War Distress Fund of its own. Since the fund was instituted about £80 has been collected from its 112 members, £60 has been expended in relief for members. At the last meeting of the branch it was determined to donate a sum of £25 towards the Australia Day Fund. Well done, East Greta.

LABOR LEAGUES.
P.L.L. EXECUTIVE MEETING.

A special meeting of the P.L.L. executive was held at Macdonnell House on Friday, the 23rd inst. The President, Hon. J. D. Fitzgerald, was in the chair, and there was a full attendance of members. Mrs. Victor Grayson was also present, and explained that Mr. Grayson was prevented through illness from being present; she was welcomed by the members.

Painless Extractions FREE!

This is my genuine offer when artificial teeth are ordered. A FULL UPPER or LOWER SET OF TEETH FOR £2/10/-, not from £2/10/-.

PER TOOTH 5/-.

THE DOMINANT NOTE in my plate-work is that you can wear them a month, and if they're not to your entire satisfaction, then you can return them AND GET YOUR MONEY BACK.

CHARLES I. HARRIS guarantees every plate without qualifying or "excepting" conditions, and gives a straight and unveiled guarantee to keep all work in order for three years without further charge.

To help you make your selection, he carries a stock of 35,000 teeth.

Make up your mind to-day, and get the added joy a well-fitting plate can give you.

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THE CO-OPERATOR.

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EDITORIAL MATTER. ARTICLES AND CONTRIBUTIONS.

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

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

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

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

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THURSDAY, JULY 29, 1915

THE TRADES UNION ACT.

In the Assembly last week, Mr. Estell moved to bring in the long-promised Trade Union (Amendment) Bill. The Minister for Labor and Industry made a brief, sober speech in which he explained the nature of the measure, stating that the proposed amendments sought to extend the powers of trade unions and to strike out provisions in the existing Act, which, if carried into effect, would cancel eighty per cent of the registrations of trades unions in this State.

There then followed a most extraordinary outburst of party vindictiveness from the leader of the Opposition. Mr. Wade having set the pace, other Liberal members followed in the same vein, and by their vehemence succeeded in browbeating the Government into temporary submission to their wishes. The conduct of Mr. Wade can only be likened to that of an inebriated shrew who seeks to gain her ends by means of wild threats of violence and a horrible exhibition of simulated indignation. The terrible chorus was taken up by Messrs. Levy, Badgery and Fitzpatrick, and a disinterested hearer of the debate would have gained the impression that Mr. Estell, in introducing the measure, was guilty of an outrage. But a person who understands the mental attitude of the Tories towards any proposal to confer further measures of freedom upon the workers would not be deceived by all this pretended indignation, and these feeble appeals to patriotic feelings. If by any means the Tory Opposition can prevent the Labor Government from passing the legislation that electors expect of it any means will be adopted. The Tory may be relied upon to fight against reform to the last ditch and to use any and every weapon that comes to his hand in the attempt to block the march of political progress. The war has put an unexpected but nevertheless welcome weapon into the hands of the Opposition and, like good political tacticians, they are making the very best use of it in the hope that it will serve the purpose of rendering Parliament comatose. The working rule of Toryism seems to be: If you cannot have your own way you must by some means or other

prevent the other fellow from having his. The use, or misuse, of patriotic sentiment by the Opposition to further their own ends—the prevention of the passing of Labor legislation—will deceive only those who wish to be deceived by such a miserable subterfuge. The threat of Mr. Wade to withdraw from his agreement to co-operate with the Government in a recruiting campaign in the event of the Trades Union Amendment Bill being proceeded with is much more convincing evidence of the length to which the Tory party will go in order to prevent the passing of Labor measures than it is of the patriotism of that party. The question arises as to whether the Government will be justified in allowing itself to be dragged into a condition of insensibility and uselessness by means of political asphyxiating gases of this description. If what is termed "friendly unanimity" means that the Opposition is to be in power, although not in office, and is to prevent the Government from carrying out its programme of much-needed reform, we may as well close the doors of Parliament altogether and put the shutters up. This, too, would suit the wishes of the Tory party inasmuch as it would serve to stave off the legislation they so much object to and enable them on some future occasion to reproach the Government for its failure to carry out its promises, and so work upon the feelings of Labor electors. The only honorable course for the Government to follow is to continue with its programme and prove to the country that true patriotism consists in doing the duty that lies nearest at hand. The merits of the proposed measure need not be discussed at present. The majority of trade unionists are aware of its objects and will agree with Mr. J. H. Cann, who said that if a Trade Union Act is good enough to be introduced and passed through the British Parliament (which includes a House of Lords) by Lord George, a similar Act is good enough to be introduced and passed here "without being seized upon and cited as an evidence of disloyalty."

SOUTH BRITISH FOR FIRE INSURANCE. Prompt Settlements. Lowest Current Rates. 12 BRIDGE STREET, SYDNEY

HECKLING THE MINISTER FOR RAILWAYS

If we are to judge by the question list that was tabled in the Assembly last week, and the direct and frontal questions put to the Minister Mr. Hoyle has a hard road to hoe. The fact is, the Minister has not been a success. It is freely admitted by his best friends that Mr. Hoyle has lost his punch, and the retort of many to this admission is, "his never had any to lose." He is, however, not to be taken too seriously. He is, in fact, a liberate attempt in certain places to browbeat me, but they are barking up the wrong tree." Well, let us give the Devil his due. From the utterances he made at the commencement of his career as a Labor Minister, and from those made in reply to questioners in the House, we can draw one or two conclusions. One is that he has either lost his punch, or has no opportunity to use it; and the other is, that he is Ministerially ham-strung by the statutes that govern railway administration. His early speeches, as Minister for Railways, indicated an unflinching desire to remedy the evils of which he, as a unionist, was acutely conscious. We know that he knew of these evils and that he had suffered for his temerity, and we awaited the water to be turned on to the Augean stable, with the confidence borne of the knowledge that he had shared with others the bread of anomalies, and the bitter draughts of injustice. The fire seems to have died out of his speeches; anomalies and injustices remain as they were, and the Minister's replies to questions bearing upon the subject are peevish and unsatisfactory. Yes, Mr. Hoyle has "lost his punch." But let us return to our second postulate, viz., that Mr. Hoyle is ham-strung by the law as it stands. Who can doubt this statement? No one! The portfolio of Minister for Railways is a misnomer. The Minister can be nothing more than a scarecrow, the same old scarecrow that has sat in the House for nearly a decade. His gun is not loaded. If there is powder in it there is no shot, and the noise it makes is small and paltry and only gives cause for amusement. The Minister for Railways ceased to remain any power immediately the present Railway Act was passed. The Chief Commissioner of Railways in this State is the Minister of Railways, and only tolerates the scarecrow Minister because he is a member of the State Government. The Minister is but a symbol, no more. He has no administrative functions except those that are conceded to him as a matter of courtesy by the Chief Commissioner; he has no power to make the simplest regulation unless by the graceful assent of the Chief Commissioner. In a word he is impotent. He can bark, but he cannot bite. He is most effectually muzzled. Of what use then, is it to heckle such an unfortunately placed man? His hard practical life in the railway workshops must surely have given him a strong grip of the reforms that are necessary. He has been in the public life of the State for at least a quarter of a century, and we can quite understand that he was very hopeful when he obtained the coveted badge of office. What a mockery he must conceive it to be! He may know that there are from thirty to fifty trains per day cancelled because there are no engines with which to lift the people's products; that there are upwards of 250 engines rotting and rusting in the open for lack of repairs; that men capable and willing to repair them are working on short time. He does know it, but he is helpless, because the Chief Commissioner says, in effect: "There's lots of time. My officers report that they are squeezing through all right, and the public are easy-going. Wait until I have more cash in hand, then we shall see to those engines." We can imagine the Minister screw up enough courage to say, "That's all very well, but everyone says that there will be a bumper harvest. There are only two months left in which to get the engines ready. We want the wheat here. We cannot let our soldiers wait over yonder. Cannot you strain a point now?" Then the reply: "I have already had a report from my officers, and the engines must wait until I can earn the usual interest on the money borrowed to build and maintain the railways; I have to provide; every station, signal box and platform from West Maitland to Cessnock on the Aberdare Railway and every station and platform from Aberdare Junction to Stanford Merthyr was inspected. Members of the Board questioned employees and examined their work on the spot. It is expected that the Award will be ready for publication in the government gazette within a couple of weeks."

COMMITTEE MEETING.

A meeting of the picnic committee was held on Saturday last, Mr. C. West in the chair. The following committeemen were present: Messrs. S. Munro, S. King, J. McDonald, R. Austin, A. Smith, J. E. Baker, P. Pinkstone, P. Kennedy, P. Quartley, H. Inwood, and J. Thompson.

A large amount of business in connection with the picnic was transacted. A letter was received from the executive of the association on the subject of the employment of McBrides' Orchestra. The mislabeled stated that the secretary of the Professional Musicians' Union had reported that neither McBride nor the members of his orchestra were not part of the organised musicians of the State. The executive, by a letter stated, felt that it could not allow any orchestra to play at a union picnic unless their union bona fides were above suspicion, and it was sufficient for them to know that the Professional Musicians' Union, which had charge of the industrial affairs of the professional musicians, stated that McBride's Orchestra was outside the union. The executive passed the following resolution: "That the engagement of McBride's Orchestra be cancelled, and, if necessary, their fees be paid, and that members of the Professional Musicians' Union be engaged. The picnic committee approved of the action of the executive. The secretary wishes to impress upon those who have tickets for sale the need for disposing of them before the day of the picnic. Mr. Austins, secretary of the Railway Band, reported that the band will play on the wharf and lawn during the day."

EAST GRETA CLAIMS

FINAL SITTING OF WAGES BOARD. The final sitting of the Wages Board dealing with the East Greta Railway men's claims, was held at Newcastle last week. The general secretary (Claude Thompson) appeared for the men, and put in a schedule showing elaborate comparisons of the rates paid to railway men under various Awards. After the conclusion of the sitting, another day was devoted to an inspection of the East Greta and Aberdare Railway systems. A special train was provided; every station, signal box and platform from West Maitland to Cessnock on the Aberdare Railway and every station and platform from Aberdare Junction to Stanford Merthyr was inspected. Members of the Board questioned employees and examined their work on the spot. It is expected that the Award will be ready for publication in the government gazette within a couple of weeks.

METROPOLITAN COACHING BRANCH PICNIC

At a largely-attended meeting it was decided to hold the annual picnic at Sir Joseph Banks', Botany, on 18th October. An energetic committee was appointed, and every-point to even a more successful picnic than that held last year. Every effort will be made to cater for the little folks. There will be free lollies and milk, sports for old and young, and a first-class string band for the dancers. Patrons are advised to obtain their tickets early.

WAGES BOARD

His Honor Mr. Justice Heydon sat in the Industrial Court on Tuesday for the purpose of considering the re-constitution and re-grouping of the various Wages Boards. The general secretary (Mr. Claude Thompson), appeared for the Amalgamated Railway and Tramway Service Association, and looked after their interests generally. Full particulars will appear in next week's "Co-operator."

THE "ALL GRADES" PICNIC

On Monday next (writes a committeeman) there will take place the first annual picnic of the one big union of the Railway and Tramway Service. There is no reason why this day's outing should not be recorded as a special event in the history of the association. The picnic will be a gathering together of all grades of labor and industry, with one common interest, and the one employer. The wondrously fast rate of growth of the Amalgamated demonstrates how the lessons of the past are being learned by the average man in the Service. He is beginning to see how much more successfully the one big union is able to deal with his grievances, wants, and desires, than the small outside craft union which is robbed of power through its limited scope, and want of knowledge of Service conditions. A large number of Service men will go to Correy's Gardens for a day's enjoyment, and no doubt the few hours together will permit of the exchange of ideas and will lead to the closer unity of Service men. Extensive preparations are in progress to make the picnic a huge success for the juveniles. The prizes for the races are high grade toys, donated by A. Horden and Sons. Through the earnest and untiring efforts of the picnic president and the secretary, the committee have received a liberal response from many of the leading business firms in the city in the form of trophies. It has been decided that they are to be sold by auction on the grounds, and the proceeds will be donated to the Australian Wounded Soldiers' Fund. The committee earnestly appeal to every member of the association to put forward his best efforts to make Monday, the 2nd of August, the day of all days from every point of view.

PERSONAL.

One of the biggest loco. firewalls yet held was accorded to Mr. J. Lobb, of the Ranning Sheds, Eveleigh, who has been transferred to Bursville. For many years Mr. Lobb was the Sydney Branch Secretary, and made many friends whilst so engaged. Therefore, we are not surprised to hear that he was presented with a gold Association Medal and a handsome marble clock, and that Mrs. Lobb was made happy by the gift of a silver tea and coffee service. The proceedings were accompanied with the usual harmony, and the chair was filled with ability by Mr. W. Whitty.

On the same evening, Messrs. Camply, R. Compton, and R. McKenzie, of the Loco., were made the recipients of wristlet watches in commemoration of their determination to do a bit for the Empire in the firing line.

The Sydney branch has a real live collector in the person of W. Sigle. For the half-year just ended this successful representative of the "All Grades" has obtained thirty-four new members, and disposed of no less than seventeen yearly badges (medals). Would there were more collectors like Mr. Sigle.

Private S. W. Thompson, who is only 18 years of age, was with the advance party at the landing at Gallipoli, and was seven weeks in the firing line before being wounded.

Private Sydney Le Serve, who is injured at the Dardanelles, and returned to Sydney with the first batch of wounded on Sunday last, was on Tuesday "welcomed home" by the employees of the loco. department of the Eveleigh workshops. Before he joined the colors Private Le Serve worked at Eveleigh, and his fellow employees formed a procession near the Wilson-street gate and escorted the returned soldier to the workshops, where he was welcomed by Mr. Scouler, the manager.

Sergt. Ernest Bearcroft, of the A.M.C., who has been wounded a second time, was on the Railway staff at Penrith, and is 26 years of age.

Private John Richard Boon, who is reported missing, was at the time of his enlistment, an assembler at Eveleigh. Boon resided with his widowed mother and sister at Enmore.

Trooper John Joseph Bourke, whose name appears among those that were killed in action, was a member of the 1st Light Horse. He was a native of Uralia, and was a fireman in the Railway service.

Among the wounded soldiers that returned by the Kyarra was Driver G. Primmer, of the 1st Light Horse. Primmer was employed as a fireman in the loco. department, Penrith, before he left for the front.

Several of "our boys" employed in the loco. department, Penrith, enlisted during the past week, namely, fitters R. Rawson and J. Burrows, and shunters H. E. Bailey and A. E. Bailey (both brothers of the branch secretary).

The secretary of the Penrith branch of the "All Grades" reports that two of the branch members, Messrs. Thomas and Collum, who were injured a few weeks ago, are progressing favorably.

Fitter Harcus, of the mechanical staff, Penrith, has entered the matrimonial state. The mechanical staff made a presentation and congratulated the new benedict.

HOSPITAL FUND PARAGRAPHS.

Inspector BYRNES, of the Per. Way, Granville, has closed his lists with the sum of £18 11s. 3d. This is about 10/- short of last year, but is accounted for by the fact of his having a less number of men to collect from.

Mr. Harold Burns, of the Goods, Newcastle, sent along £4 17s. 3d. This is his first year, and he has proved his worth as a volunteer.

Mr. James Wilson, Loco., Harden, passed his lists along with £24 6s. 3d. He states that there are a few that have entered their names and will part up later on.

An old hand on the annual reports, Mr. W. T. Coles, of the car and wagon shops, Honeyuckle Point, has placed £11 3s. 4d. to his credit this year. The Newcastle men are keeping their end up admirably.

Mr. C. F. Mossman has filled another list with £6 odd. Mr. Mossman exhibits his little agency at the Resident Engineer's Office, Mittagong.

Mr. Tom Crawford, of the Construction Branch, Woodville Junction, has closed his original lists with £16 3s. 4d. This is his first effort and it does him credit.

Messrs. W. Clissold and S. Handcock, guards, Sydney, closed their yearly effort with £27 3s. This is nearly £6 ahead of last year's collection.

PERSONAL.

Another old helper dropped in with £8 16s. 11d., namely Mr. A. Hand, loco. steamshed officer at Waterfall.

Two old friends and co-workers at Junee, Mr. Tom Compton, Per. Way Inspector, and Mr. J. Ledgerwood, of the loco. steamsheds, have netted £5 8s. 8d., and £6 10s., in the order named.

Mr. Bert Watson, assisted by Mr. F. Krause, has sent along his lists with a face value of £7 16s. 3d., from the loco. men at Lismore.

The North Coast Per. Way men made a record this year. Mr. A. E. Coote finished up with the nice little total of £18 1s. This is nearly double that of last year. We congratulate Mr. Coote.

Mr. A. E. Thurling, assistant S.M. at Newcastle, booked his last value letter for the fund this year. He scored £19 11s. 10d., and writes to say he is sorry it is not more. Mr. Thurling has got ahead of last year's work by 52/10, and is one of the best of workers.

The Secretary says that he is "well pleased with the average amounts that are showing on the station lists, and desires to thank the S.M.'s for the strides the fund is making. The South Coast is making the pace nicely. Picton, St. Mary's, Bowenfels, Hamilton, Milson's Point, and many other little places southward, such as Yerong Creek, appear to have enrolled every man. An old Grafton man in the person of Mr. Donald Sproule, now S.M. at Penhurst, has put some ginger into things. All these little services are noted, and not least the space afforded by the "Co-operator" in endeavouring to acknowledge my thanks."

BROWN'S RAILWAY. MEETING AT KURRI KURRI.

Recently the men employed on J. & A. Brown's railway have evinced a desire to join the "All Grades."

These railway men have had considerable correspondence with the General Secretary (Mr. Claude Thompson), who has given them information on the methods, structure and scope of the Amalgamated organisation.

On Saturday last a meeting was held at the Station Hotel, Kurri Kurri. Mr. J. Gratten was appointed chairman, and Mr. J. Rathbone secretary, pro tem.

Correspondence from the General Secretary was read. Some disappointment was felt at the non-receipt of ticket books. (These were mailed, but not delivered.)

It was resolved to ask the General Secretary to attend at an early date and explain everything. About 20 men have already promised to take tickets.

THE EFFICACY OF INDUSTRIAL UNIONISM

SECTIONALISTS CONVERTED.

A correspondent writes, concerning a small "boil-over" that occurred at Eveleigh shops on Monday last. It appears that several drillers employed were last week put on to the planing machines, and this action resulted in a good deal of dissatisfaction being felt by a number of engineers, who considered that these jobs belonged primarily to them, and unless they consented to the men being promoted there should be no interference with this class of work. When, therefore, the drillers went on to this work a section of the men belonging to the Amalgamated Engineers and the Australian Engineers (called the "Kangaroos" in the shops) immediately got their backs up, and this culminated in their holding a meeting on Monday morning and deciding not to go back to work until these drillers were put back in their old position. This arrogant demand was, of course, not acceded to by the Railway Department, and for a couple of hours the strikers were solid in their determination not to go back to work. The seed of disaffection, however, soon appeared in the ranks of the strikers, and before the wheels of industry could get cold a section of the men belonging to one of these bodies revoked on the position, and went back to their places. Our correspondent says that "the other section still remain out as a protest against this promotion of the drillers, and that as a result of the split between the two sectional bodies a considerable influx of members will accrue to the Amalgamated, many of the men expressing themselves most dissatisfied with the lack of unanimity between members of the same craft at a time when such should exist."

This is just a further evidence of the efficacy of industrial unionism, since, if these men belonged to one "all grades" union, dealing with every section of the men in the employ of the Chief Commissioner, such a futile strike as this could never have occurred, and the men would have been able to adjust any grievances which they felt, instead of which considerable ill-feeling is engendered among men who should be standing shoulder to shoulder, and the grievance, real or fancied, is as it was

EXTRA PRIZES.

COLLECTORS ONLY.

"All Grades" Watches will be offered for competition for those collectors who obtain the most new members—not less than six—during July, August and September.

- Honeyuckle Point Shops 2 Prizes. Eveleigh Loco Shops 3 Prizes. Eveleigh C. and W. Shops 2 Prizes. Randwick Shops 2 Prizes. Redfern (Traffic) 1 Prize and

5 Prizes for those collectors in other places who obtain the most new members (not less than six).

CONSOLATION PRIZES.

Consolation Prizes (five in number) will be awarded to the most meritorious collectors who do not win a prize in the straight-out competitions.

NEW CONTESTS.

MORE PRIZES.

Read the List.

The competitions which closed on 30th June were so successful that the Executive determined to arrange more competitions.

The Conditions.

In the case of country collectors the Branch Secretary must certify that collector has obtained so many members, and the Branch returns must be sent in within the time specified in the rules.

In the case of metropolitan collectors the money for the members' contributions must be paid into Head Office before 31st September, 1915.

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 gummatal, 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.



General Description of the "All Grades" Watch.

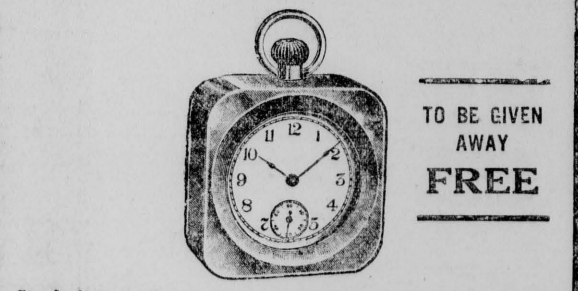
TO BE GIVEN AWAY FREE

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).

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 "ringing 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 for condition or breakages will be considered. In the case of city branches, no prizes will be sent until the Branch Secretary or Collector has actually paid the money for the members of the watches to 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. 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. Disputes—if any—will be settled as they occur therefore, don't waste time and stamps in correspondence—go in and win the prizes. 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. Central Square, Sydney. CLAUDE THOMPSON, General Secretary.

"ALL GRADES" PICNIC. MONDAY, AUGUST 2.

SUPERANNUATION BOARD.

PRECISE OF THE RAILWAY SERVICE SUPERANNUATION ACT, 1910.

110. The Board shall consist of seven persons, namely—three appointed by the Governor for a term of five years; three elected for a term of three years, of whom two shall be elected by the officers in the railway service, and one by the officers in the tramway service; under regulations made under this Part of this Act; and the Chief Commissioner, who shall ex officio be chairman of the Board.

111. On the days appointed for payment of the salary and emoluments of any officer, a deduction shall be made from such salary and emoluments of a sum not exceeding one and one-half per centum thereon.

112. A superannuation allowance is payable to an officer—

(a) who is over sixty years of age and has retired after ten years' or longer service; or

(b) who is under sixty years of age, and has, after ten years' or longer service, been compelled to retire through infirmity of body or mind not caused by intemperate habits, such infirmity being duly certified to the satisfaction of the Board as likely to be permanent; or

(c) who is under sixty years of age, and whose services have been dispensed with after ten years' or longer service, by reason that his office has been abolished, and no other office in the railway or tramway, or in any other branch of the public service has been found for him at not less than five-sixths of his salary.

113. A superannuation allowance shall be payable every year for the rest of the life of the officer.

Such allowance shall, subject to this part of this Act, amount to one-sixth of an average taken of the annual salaries and emoluments of the officer during his term of office, multiplied by the number of complete years of his service, but shall not exceed two-thirds of the average of such annual salary and emoluments.

115. Any officer who held any office in the service on the first day of October, one thousand nine hundred and ten, shall, notwithstanding his not having contracted for a superannuation fund, be entitled to the superannuation allowance and gratuity herein provided, subject to such conditions as to the payment of such allowance and gratuity as may be determined by the Board as equivalent to one and one-half per centum on the total salaries and emoluments received by such officer prior to the said date, or the officer may, at his option, pay, in one or more instalments, an amount not exceeding three years' salary, or such other sum as may be determined by the Board, to be applied to the superannuation allowance without abatement.

116. A gratuity not exceeding two months' salary at the then rate for each complete year of service shall be payable to any officer—

(a) who is under sixty years of age, and after less than ten years' service has been compelled to retire through infirmity of body or mind, not caused by intemperate habits, such infirmity being duly certified to the satisfaction of the Board as likely to be permanent; or

(b) whose services have been dispensed with otherwise than for an offence and who is not entitled to a superannuation allowance.

118. When an officer is reported to perform his duties by reason of any infirmity of body or mind, the Chief Commissioner may appoint three duly qualified medical practitioners to examine and report upon his condition, and may also direct the head of the department or branch in which he is employed to report on the manner in which his duties have been performed. If, on such reports, it appears to the Board to be for the public interest, he may retire upon the superannuation allowance provided in this part of this Act.

119. (1) When an officer who has retired from the service through infirmity of body or mind is entitled to a superannuation allowance and gratuity, he shall submit himself for medical examination as and when required by the Board; and, if he makes default in complying with such requirements, any superannuation allowance or gratuity shall cease to be payable during such default.

(2) If, in the opinion of the Board, the health of any such officer has become so restored as to enable him to perform his duties, the Chief Commissioner may require him to resume such duties, or to undertake any other duties in the service for which he is qualified, and any superannuation allowance granted to such officer shall cease to be payable. But in the event of the recurrence of his infirmity the officer shall be entitled to his superannuation allowance, together with any increase in the same to which he would be entitled from additional length of service.

If any such officer who has received a gratuity fails to resume or undertake such duties when so required, the Board may recover from him, as a debt due to the Government, the amount of such gratuity, and pay the same into the Government Railways Superannuation Account.

120. When an officer dies whilst in the service, his widow, or if he does not leave a widow, his personal representatives, shall be entitled to a refund of the deductions made from his salary and emoluments under this part of this Act, together with interest at the rate prescribed in this part of this Act, on the amount of such refund, from the date when they were respectively made.

121. If an officer retires upon a superannuation allowance and dies within six months after such retirement, his personal representatives shall be entitled to a refund of the difference between the actual amount of superannuation allowance received by him and the amount of such refund, under this part of this Act in respect of his salary and emoluments.

122. When an officer voluntarily retires after service for fifteen years or longer, he shall not be entitled to a refund of the deductions made from his salary and emoluments under this part of this Act, but without any interest thereon.

123. An officer shall not be entitled to any superannuation allowance or gratuity in respect of so much of his salary and emoluments as is in excess of eight hundred pounds per annum; and no officer shall be liable to a deduction under this part of this Act from so much of his salary and emoluments as is in excess of that amount.

124. Monies payable under this part of this Act shall be certified by the Board.

125. Any officer dismissed from the service for misconduct shall forfeit all rights to superannuation allowances or gratuities. But if he was dismissed for a cause which, in the opinion of the Board, did not amount to serious misconduct, he shall be entitled to a refund of the deductions made from his salary and emoluments under this part of this Act, together with interest at the rate prescribed in this part of this Act, on the amount of such refund, from the date when they were respectively made.

126. A superannuation allowance or gratuity shall not be payable to an officer who is charged, and shall not be liable to be set off or sold under any process of law. Any gratuity payable under this part of this Act to the representatives of a deceased officer shall not be assets for the payment of his debts.

retired, with the provision that his case be reviewed in six months.

GRATUITIES UNDER SECTION 117.

Under this section Sarah J. Ruming, gatekeeper in the Traffic Department, Railways, at 7s per week, aged 26 years, with a service of 1 year 3 months, was awarded 5s 1d.

GRATUITIES UNDER SECTION 116 (FATAL INJURIES).

The case of William Cahill came up for consideration under this section. Cahill was a shunter in the Traffic Department, Railways, at 9s 6d per day, aged 33 years 4 months, with a service of 2 years 8 months. The minimum gratuity was £14 6s 9d.—The case was held over.

Henry Torrington, late fitter, Per. Way, Railways, at 8s 6d per day, aged 43 years 10 months, service 19 years 11 months, retired on 23/5/14 with a pension of £35 10s per annum.—This case was ordered by the Board to be re-submitted in twelve months. In the meantime Torrington is to be examined by Dr. Taylor.

Wm. Chas. Borstel, late electric driver, Traffic branch, Tramways, at 10s per day, aged 25 years, service 13 years 5 months, retired on 4/6/14 with a pension of £25 2s per annum.—The case was ordered by the Board to be re-submitted in twelve months, and Borstel is to be re-examined by Dr. Taylor.

Albert John Gresswell, late electric driver, Traffic branch, Tramways, at 10s per day, aged 37 years 2 months, service 11 years 9 months, was retired with a pension of £19 1s per annum from 10/6/14.—This case is also to be re-submitted in twelve months, and Gresswell is to be examined by the Railway Medical Officer.

Wm. G. Archibald, late maintenance linesman, Electric branch, Tramways, at 10s 6d per day, aged 51 years 10 months, service 15 years 2 months, was at last meeting of the Board approved for a minimum gratuity under section 116, amounting to £32 3s 4d, and a pension of £31 16s. Archibald now applied for an increased gratuity under section 116. The maximum gratuity is £410 16s 3d.—Messrs Campbell and Chambers moved that the gratuity be increased to £250, but the motion was not carried.

Thos. Lilley, late clerk, Traffic branch, Railways, at £175 per annum, aged 31 years 6 months, service 8 years 9 months, was also considered. At the last meeting of the Board a gratuity of £58 6s 8d was approved under section 117a. This amount was paid to Lilley, who submitted an appeal for the maximum amount under the section, which is £116 13s 4d, but his appeal was not granted.

The case of Robert George Boyce, late foreman in the Stores branch of the Railways, was then dealt with. Boyce was aged 38 years 1 month, and had a service of 3 years 6 months at the rate of 7s per week. He was dismissed the Service on the charge of disposing of oil, the property of the Chief Commissioner, and the Board decided on 26/3/15 that no refund would be allowed. Mrs. Boyce asked that the Board reconsider its decision and allow her a refund of her husband's contributions, viz. £3 12s, but this was not granted.

REFUNDS UNDER SECTION 120.

On behalf of the following officers, killed at the Dardanelles, refunds were approved to the legal representatives, under section 120, as follows:—

Alfred Bailey, fitter, Electric Tramways, 11s 8d per day, died 24/5/15. Amount of deductions, with interest, on account of superannuation, £3 15s 7d.

Cuthbert Peniston Bird, conductor, Traffic, Tramways, at 9s per day, died 24/5/15. Amount of his contributions to the Superannuation Fund, with interest, 11s 3d.

Jas. Clyde Bridges, signman, Traffic, Railways, at 9s per day, died 21/5/15. Amount of deductions on account of superannuation, with interest, £6 1s 5d.

Arthur James Carnell, fireman, Loco., Railways, at 10s per day, died on 21/5/15. Amount of contributions to the superannuation fund, with interest, £3 19s 7d.

Gordon James Davis, driver, Loco., Railways, at 13s per day, died 12/5/15. Amount of contributions to the superannuation fund, with interest, £12 16s 2d.

Thos. Golden, fireman, Loco., Railways, at 11s per day, died 24/5/15. Amount of contributions to the superannuation fund, with interest, £7 1s 5d.

Noel Alfred Douglas Hayles, conductor, Traffic, Tramways, at 9s per day, died 12/5/15. Amount of contributions to superannuation fund, including interest, 11s 8d.

John Falkiner Shepherd Howarth, fitters' assistant, Electric Tramways, at 9s per day, died 22/5/15. Amount contributed to superannuation fund, including interest £7 9s 10d.

Wm. King, junior clerk, Traffic, Railways, at £130 per annum, died 24/5/15. Amount of contributions to superannuation fund, with interest £3 14s 1d.

Ewart Sylvester O'Donnell, guard, Traffic, Railways, at 10s per day, died 30/5/15. Amount of contributions to superannuation fund, with interest, £8 3s.

Selby, A. S. Stewart, cleaner, Electric Tramways, at 8s per day, died 17/6/15. Amount of contributions

to superannuation fund, with interest, £1 13s 5d.

Henry Hinton Baglin, fitters' laborer, Loco., Railways, at 9s per day, died 14/6/15. Amount contributed to superannuation fund, with interest, £9 0s 2d.

Henry Corben, maintenance linesman, Electric Tramways, at 10s 6d per day, died 19/5/15. Amount contributed to superannuation fund, including interest, £11 3s 6d.

Albert James Dauncey, ticket examiner, Traffic, Tramways, at 70s per week, died 21/5/15. Amount contributed to superannuation fund, with interest, £13 3s.

Jos. Francis Fitzgerald, fuelman, Loco., Railways, at 9s per day, died 9/6/15. Amount contributed to superannuation fund, with interest, £1 3s 7d.

James Johnston, fuelman, Loco., Railways, at 9s per day, died 26/5/15. Amount contributed to superannuation fund, with interest, £10 5s.

Cyril Aubrey Stanley Lovell, clerk, Electric Tramways, at £155 per annum, died 17/6/15. Amount contributed to superannuation fund, with interest, £3 5s 9d.

Ed. Pullman, ganger, Per. Way, Railways, at 10s per day, died 25/5/15. Contributed to superannuation fund, with interest, £12 0s 5d.

William Richardson, shunter, Traffic, Railways, at 9s per day, died 16/5/15. Amount contributed to superannuation fund, with interest, £3 18s.

Edward Alexander Roberts, striker, Loco., Railways, at 9s per day, died 5/6/15. Amount contributed to superannuation fund, with interest, 9s 10d.

REFUNDS UNDER SECTION 122.

The following officers resigned after service of fifteen years (or longer), and were granted refunds under section 122:—

Arthur Sydney Porter, relief officer, Railways, at £235 per annum. Porter entered the service on 18/2/97, and resigned on 5/7/15. The amount of his contributions to superannuation was £13 0s 5d.

Jas. Pulham, fireman, Loco., Rwy., at 11s per day. Pulham entered the service on 8/2/99 and resigned on 12/6/15. The amount of contributions to superannuation was £12 11s 11d.

OFFICERS DISMISSED FOR MISCONDUCT.

John Turner, fuelman, Loco., Railways, at 9s per day, entered the service on 12/6/13, was dismissed on 23/4/15.—Refund of contributions, £2 5s 2d, granted.

Edward Isaac Barnes, conductor, Traffic, Tramways, at 9s per day, entered the service on 31/10/12, was dismissed on 26/4/15.—Refund of contributions, £3 1s, refused.

Sydney John Brown, shunter, Traffic, Railways, at 9s per day, entered the service on 16/12/11, was dismissed on 19/5/15.—Refund, £1 7s 9d, refused.

Patk. Jos. Coogan, junior porter, Traffic, Railways, at 6s per day, entered the service on 11/2/14, was dismissed on 1/4/15.—Refund of £1 5s 5d granted.

Henry Culbert, tarpaulin repairer, Stores branch, Railways, at 9s per day, entered the service on 27/7/05, was dismissed on 10/6/15.—Refund of £8 15s 9d approved.

Jno. Cunningham, night officer, Traffic, Railways, at £160 per annum, entered the service 3/2/09, was dismissed on 30/4/15.—Refund of £8 0s 10d refused.

Arthur Edward Bean, fitter, Per. Way, Railways, at 8s 6d per day, entered the service on 23/1/11, was dismissed on 2/6/15.—Refund of £5 2s 1d granted.

Chas. L. Ellwood, porter, Traffic, Railways, at 8s 6d per day, entered the service on 2/2/10, was dismissed on 6/5/15.—Refund of £6 13s 4d approved.

Jno. A. William, junior porter, Traffic, Railways, at 3s 4d per day, entered the service on 22/1/13, was dismissed on 13/5/15. Deductions for superannuation, £1 2s 5d, refused.

Percy Harmon, cleaner, Loco., Railways, at 8s 6d per day, entered the service on 12/3/12, was dismissed on 22/5/15. Contributions, £5 2s, approved for refund.

Owen Hickey, conductor, Traffic, Tramways, at 9s per day, entered the service on 27/5/11, was dismissed on 10/6/15.—Deductions, £5 6s 6d, approved for refund.

Robt. Chas. Mitchell, assistant guard, Traffic, Railways, at 9s per day, entered the service on 11/9/13, was dismissed on 1/6/15.—Deductions, £2 10s 2d, approved.

Herbert D. S. Moore, electric driver, Traffic, Tramways, at 10s per day, entered the service on 16/12/08, was dismissed on 2/6/15.—Contributions, £10 6s 2d, refused for refund.

Francis Lee Nixon, junior porter, Traffic, Railways, at 6s per day, entered the service on 17/3/11, was dismissed on 14/4/15.—Deductions, £2 7s 5d, approved for refund.

Ladislavs Novsky, draftsman, Electric Tramways, at £240 per annum, entered the service on 6/11/11, was dismissed on 1/6/15.—Contributions, £10 16s 1d, approved for refund.

Wm. N. Pullbrook, goods guard, Traffic, Railways, at 10s per day, entered the service on 6/5/11, was dismissed on 12/5/15.—Contributions, £7 8s 9d, approved for refund.

Percy Chas. Reynolds, line tester, Electric Tramways, at 9s per day, entered the service on 14/10/07, was dismissed on 11/6/15.—Deductions, £2 2s 5d, approved for refund.

James J. Ryan, porter, Traffic, Railways, at 8s 6d per day, entered the service on 13/12/10, was dismissed on 18/5/15.—Contributions, £5 0s 6d, granted for refund.

George Sinclair, fuelman, Loco., Railways, at 9s per day, entered the service on 8/9/13, was dismissed on 5/6/15.—Contributions, £2 2s 3d, approved for refund.

Leonard A. Smith, junior porter, Traffic, Railways, at 3s 4d per day, entered the service on 2/6/13, was dismissed on 21/4/15.—Contributions, 3s 3d, refused for refund.

Oswald E. Stuart, porter, Traffic, Railways, at 8s 6d per day, entered the service on 11/10/92, was dismissed on 28/5/15.—Contributions, £6 3s 7d, approved for refund.

Herbert L. Steinhilber, porter, Traffic, Railways, at 8s 6d per day, entered the service on 20/12/12, was dismissed on 26/5/15.—Contributions, 11s 3d, approved for refund.

Arthur E. W. Webb, striker, Electric Tramways, at 9s per day, entered the service on 12/4/12, was dismissed on 4/6/15.—Contributions, £1 8s 7d, refused for refund.

Aubrey T. Wilbow, guard, Traffic, Railways, at 10s 6d per day, entered the service on 25/4/00, was dismissed on 1/6/15.—Contributions, £11 11s 2d, approved for refund.

Alfred T. Wilkinson, porter, Traffic, Railways, at 8s per day, entered the service on 24/8/10, was dismissed on 15/5/15.—Contributions, £4 11s 4d, approved for refund.

Leonard G. Williams, guard, Traffic, Railways, at 10s per day, entered the service on 25/12/07, was dismissed on 12/5/15.—Contributions, £7 13s 5d, approved for refund.

Thos. H. Wilson, tranship. porter, Traffic, Railways, at 8s 6d per day, entered the service on 3/2/13, was dismissed on 27/5/15.—Contributions to superannuation fund, £1 13s 5d, refused for refund.

RETIREMENTS, OVER 60 YEARS.

The following retirements of officers over 60 years of age were approved by the Commissioner:—

Walter Thos. Ross, engine trimmer, Loco., Railways, aged 64 years 6 months, service 32 years 6 months, retired on 23/5/15.—Pension assessed at £93 12s per annum.

Jno. Chidworthy, guard, Traffic, Railways, aged 61 years 7 months, service 31 years 10 months, retired on 1/6/15, with a pension of £77 18s per annum.

Fredk. Allen Hudson, fitter, Loco., Railways, aged 60 years 1 month, service 25 years, retired on 5/6/15 with a pension of £49 5s per annum.

Chas. Nipperess, fitter, Per. Way, Railways, aged 61 years, service 30 years 1 month, retired on 6/6/15, with a pension of £55 2s per annum.

Francis Cottina (known as "Seaton"), traverser driver, Loco., Railways, aged 64 years 8 months, service 26 years 7 months, retired on 12/6/15, with a pension of £47 10s per annum.

Malcolm McDermid, laborer, Loco., Railways, aged 65 years 5 months, service 25 years, retired on 17/6/15, with a pension of £42 5s per annum.

John Burgess, fitter, Per. Way, Railways, aged 60 years, service 31 years 7 months, retired on 17/6/15, with a pension of £56 13s per annum.

Wm. Combes, machinist, Per. Way, Railways, aged 60 years 4 months, retired 16/9/15, with a pension of £60 13s.

Henry Francis, planer, Per. Way, Railways, aged 65 years 5 months, service 45 years 7 months, retired on 19/6/15. His pension was assessed at £75 17s per annum.

OFFICERS UNDER 60.

The retirements of the following officers under sixty years of age were approved by the Commissioner:—

Wm. James Smith, guard, Traffic, Railways, aged 34 years 10 months, service 18 years 10 months, retired on 18/4/15 with a pension of £35 15s per annum.

Thos. Brown, driver, Loco., Railways, aged 54 years 9 months, service 26 years 7 months, retired on 7/5/15 with a pension of £113 10s per annum.

Wm. George Archibald, maintenance linesman, Electric Tramways, aged 51 years 10 months, service 15 years 3 months, retired on 15/6/15, with a pension of £31 16s per annum.

The case of William Webber was submitted to the Board for a revision of pension. Webber was an examiner in the Loco., Railway Department, aged 63 years 5 months, service 35 years 7 months. He retired on 21/2/15, with a pension of £53 17s per annum.—This pension was now increased to £72 1s per annum, on Webber claiming additional service, and such claim being allowed by the Board.

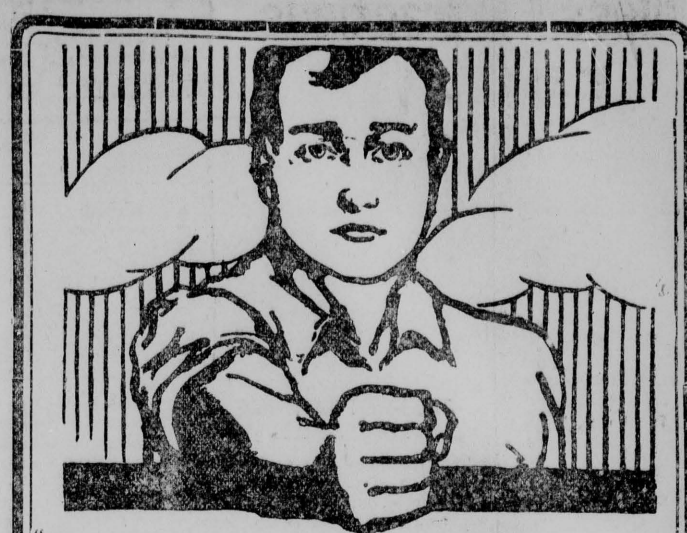
QUEENSLAND RAILWAY MEN

ONE UNION OR MANY.

The Brisbane daily "Standard" says: "A good many reasons have been urged from time to time showing why the workers in all grades in the railway service throughout the State should belong to the one union. The necessity for the establishment of the one economic organisation, embracing every worker connected with the entire railway system, was never more apparent than it is to-day. Past experience teaches that the adoption of any other policy is futile and against the best interests of the toilers in the service. The perpetuation of the system of guild orga-

nisations, or superannuation clubs, or coffin societies, such as exists today within the service, but, fortunately to a lesser degree than formerly, due to the partial development of the Q.R.U., means disaster to the rank and file the moment a supreme effort becomes necessary in order to gain that measure of justice so long denied the railway workers as a whole."

The position in the northern State seems to be somewhat similar to that in New South Wales, namely, that every sectional union desires to swallow the others, and each is determined not to be swallowed. The Queensland Railway Union is an "All Grades" organisation, that has been in existence for a number of years, but lately another organisation called the Amalgamated Railway Union and, as a consequence the two are clashing and the end is not yet. The "Standard" supports the claims of the Q.R.U.



I am now Rent Free!

ARE YOU?

"To-morrow, may be, the landlord or his agent will call on you for the Rent. It is generally a pretty stiff rate of rent, too. Why my fellow-workers continue this thriftless, aimless, in-over-living, antiquated way of living puzzles me. To-day I am Rent Free—the owner of my own Home and Garden. I have also a few fowls, while the money I had formerly paid away to the landlord goes into the Savings Bank. RICKARD'S EASY TERMS helped me to this happy position. They will help you! All you have to do is to call or write to Arthur Rickard & Co. Ltd., for plans of any Estates in the particular suburb you favor, you will receive every attention, good value for your money, and the easiest terms of repayment in the world." (Extract from a Worker's Letter to his friend).

Rickard's Home Sites on the Easiest of Terms:—

All you pay is £1 down, and 10/- a month for purchases up to £25. If the allotment exceeds that amount in value Special Easy Terms are arranged to suit purchaser. Payments cover both Principal and Interest at 5 per cent. per annum.

Torrens Title All Lots!

- AUBURN.** HIGHLANDS ESTATE is right in the township, cleared and ready to build on. Nice elevation. The new Railway Station at Bareilly, on the Lidcombe-Regent's Park Line, is but ten minutes from the property, and the property is 20 minutes from Auburn or Lidcombe Stations. Lots, 40 feet x 165 feet upwards, from 12/6 foot.
- BANKSTOWN.** HEARTH OF BANKSTOWN, right at the terminus, and the most valuable position in this prosperous suburb. Home Site, 35 minutes from the City, 50 x 128 feet, from 27/6 foot.
- CONDELL PARK is a record-breaker, handy to station. Grand Soil. Lots from 68 x 120, from 9/6 foot.
- BELCONSFIELD ESTATE**, easy distance of station, close to junction of St. George's River-road and Chapel-street. Few minutes from Post Office, school, and churches. Home Sites, 65 x 181 feet, from 11/6 foot.
- GREENACRE PARK ESTATE** has the advantage of being between Bankstown and Punchbowl Stations, and only a short distance from either, and fronts well-made roads. Choice Home Sites from 54ft x 160ft, from 14/6 foot.
- GREENACRE PARK EXTENSION ESTATE (2ND SUB.)**, Centrally situated, high and healthy. For Home Sites, or an investment this is a paying proposition. Within easy distance of Bankstown stores, schools, churches, etc. Home Sites, 65 x 165 feet, from 10/6 foot.
- HEART OF AUBURN ESTATE** is under 10 minutes from the Station, in a select locality, and consists for the greater part of good building lots, 40 x 120 feet. Price from 22/6 a foot.
- RIVERSIDE HEIGHTS ESTATE**, under 30 minutes from station, and close to Newington Ferry Wharf. Fine Home Sites, 65 x 148; from £40 each.
- PITTSBURG ESTATE**, one of the best, centrally situated, in a well-populated and rapidly growing district. Nice level land. Water and gas services. Lots are 44ft x 132ft. From 9/6 foot.
- MERRYLANDS.** LONGVIEW ESTATE is an elevated, level and well-drained property, only 13 minutes from the Railway Station. Lots for sale, size 50 x 137 feet, from 5/ foot.
- PUNCHBOWL.** PUNCHBOWL LAWN ESTATE. Elevated, park-like lots, lightly timbered, well drained. Splendid Home Sites, 50 x 150, 24/ foot.
- RAILWAY STATION ESTATE** is right at the Station. Lots have a gentle slope, ensuring perfect drainage, and are practically cleared; 50 x 137 feet, 30/ foot.
- FOREST GROVE ESTATE.** Very fine Home-site property, near Station. Lots 50 x 150 ft., from 17/6 a foot.
- GUILDFORD.** GREENLAWN ESTATE, a picked property in this growing suburb, 10 minutes from station. Lot, 54 x 150 feet, from 21/6 foot.
- GUILDFORD DOWNS ESTATE** consists of fine level Home Sites, 40 x 143, not far from station and fronting good roads. Lots from 47/10 each.
- GRANVILLE.** PARK VIEW ESTATE. Fine Home Sites overlooking the Park and handy to Granville and Merrylands Stations. School, etc. Frontages of 33 feet by 110 feet depth, from 15/ foot.
- CONCORD.** GRASMERE ESTATE, a lawn-like property, sloping gradually to Major's Bay, on the Parramatta River, handy to shops, etc., splendid panoramic views; Burwood-Mortlake tram runs past property. Lots 50 x 175 feet, from 16/ a foot.

Come in and talk it over with us. Our offices are open Monday and Friday Nights till 9



but we are not sufficiently possessed of the facts to form an opinion upon their relative merits. We can, however, express the hope that these differences, which keep men apart and weaken the cause of the unionism, may be speedily settled, and that a solid organisation taking in every branch of the service will be the outcome.

WAGES OF BRITISH RAILWAY WORKERS

As a result of negotiations which have taken place between representatives of the railway workers' unions and a committee of general managers, the railway companies of England and Wales have agreed to "Times," agreed to pay a war bonus of 1s 6d per week to lads under 18 years of age employed in the maintenance of traffic. Clerks and messengers are not included in the scheme.

Friend Mr. Frog, squats all day in a dog. Where he also squats most of the night. A wet winter to him is a season of vim. When he soaks, as he croaks with delight, it suits him, you see, it's no good to me. Such conditions I could not endure. Like a sensible fellow, I buy an umbrella. And Woods' Great Peppermint Cure.

"ALL GRADES"

ROYAL CORREY'S GARDENS

In conjunction with the Railway Military Band.

BANK HOLIDAY.

AUGUST 2nd, 1915

Steamers from Fort Macquarie at regular intervals.

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

Pres. C. WEST. Treas. J. MUNROE. Sec. R. YEEND.

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 cleansing is not enough, for some disease germs may be killed by boiling water, and may even be killed in commoner sorts of soaps.

The obstacle in the way of fixing an equal minimum for men and women is found in the shockingly low wages at present paid to the large majority of women throughout the distributive trade.

Ladies! Be Patriotic Ask your chemist for KRESOLVO The Antiseptic Disinfectant for all purposes. MADE IN AUSTRALIA

What's fresh? Abel's Bread

HORNE'S KIDNEY BEANS Bring Kidney Health. One bottle alleviates Kidney Congestion, Backache and all allied ailments.

ARE YOU SICK?—Then Consult J. L. and L. F. ELLMORE, Mental and Physic Herbalists. We are SPECIALISTS in Kidney, Liver, Blood and Nerve Diseases.

WHEN MOTHER IS ILL. How everything is neglected, and miserable when mother is ill. It is the earnest wish of father and children that she should rest well as speedily as possible.

DRINK KING TEA One Quality—THE BEST. G.U.O.F., U.A.O.D., MONUMENTAL MASON (The Firm that Eat the Corns).

William Metcalfe & Co. Funeral Directors and Embalmers 117 Church Street, Parramatta

A. LARCOMBE & CO. MONUMENTAL MASONS, EAST ST., LIDCOMBE. KERBING, HEADSTONES, MONUMENTS and TOMBS.

THE AFFAIRS OF WOMEN CONDUCTED BY FANELLA. I am Always at the Disposal of our Women Readers.

THE HEART OF THINGS.

The obstacle in the way of fixing an equal minimum for men and women is found in the shockingly low wages at present paid to the large majority of women throughout the distributive trade.

We are all discovering that a pound sterling will purchase considerably less than it would have purchased twelve months ago.

A recent issue of a Canadian paper stated that unemployment has become a severe proposition in the Dominion, women and girls having been thrown out of work in large numbers.

"The Frenchman's table" says a writer on the subject, "will probably be checked by jowl with the bed, but both will be excellent of their kind."

In the past a considerable benefit has been conferred on our readers by this office undertaking city shopping on their behalf.

The extravagance and helplessness of many Australian women is deplorable. Their inability to manage a household is a minus quality, and they just drift along in a slap-dash, happy-go-lucky way.

THE COOK. SEASONABLE RECIPES.

ONION SOUP. To four good sized onions chopped very fine, add two thin slices of bacon cut in very small bits.

SMOTHERED RABBIT. Soak one pair of cleaned rabbits in salt water for two or three hours.

POTATO OMELET. Beat the yolks of three eggs very light. Season one cupful of mashed potatoes with one tablespoonful of salt.

STUFFING. Chop finely two onions, mix with one-fourth cupful of finely chopped pork, and combine with two cupfuls of hot mashed potato.

BROWNED SWEET POTATOES. Select potatoes of uniform size, and pare; place in a frying pan, and add water to a depth of about one-half inch.

MINCE MEAT WITHOUT MEAT. Chop together one peck of green tomatoes and one dozen large apples.

FRUIT ROLY-POLY. To two cupfuls of flour add a pinch of salt, four level teaspoonfuls of baking powder, and one tablespoonful of lard.

earnest, much to the delight of the youngsters, who readily entered into the spirit of the thing. They were yelling at the top of their voices "Ung Yah Wah cooplacurripa yah!"

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AN AID TO MEMORY.

Here is an easily made little dummy clock which is a great help to nurses and to mothers with babies. Take a piece of cardboard 4 by 5 inches, and with compasses, or something with a smooth, round edge (a small dish will do), draw a circle in its centre.

MIRANDY JANE ON WOMAN'S TEARS

"And I don't take no stock in the water cure for prodigal chillun. All my life I've done see mothers weepin' over wayward sons an' daughters, an' I done noticed dat dem tears runs off of dem bad chillun jest lak water off'n a duck's back.

A NURSING HINT

A convalescing patient usually wants to sit up in bed, but almost no propping will keep him from slipping down from an upright position, to his discomfort and the annoyance of the nurse.

HEATING A GAS OVEN

When using the gas oven, I find that if I open the door wide for a few minutes after lighting the burners, a quantity of moist air escapes.

THE BACHELOR

No married man ever beholds a bachelor flaunting his liberty and his latch-key in the face of a domestic public without being filled with envy, malice, and all uncharitableness.

A TELEPHONE DODGE

It is often very difficult to use a telephone satisfactorily when it is located in a noisy place. Most people shield their free ear with their free hand, hoping to shut out the disturbing sounds by this means.

SOCIAL.

A COACHING YARD PRESENTATION.

A large and representative gathering, representing all branches of the Service, assembled at the Railway and Tramway Institute on Friday evening, 16th July, to bid farewell to Head Shunter J. Eccles, who is about to leave for England.

PRESENTATION AT MOUNT VICTORIA.

Saturday evening, 17th inst., was the occasion of a very successful function at Mount Victoria, when the members of the various railway departments met at the Imperial Hotel to present Mr. C. Nipperess with a token of the esteem which he has won during his 25 years' residence in the district.

FOY'S FAIR STARTS MON. AUGUST 2, THE GREATEST WINTER FAIR ON RECORD. VALUES ARE MATCHLESS. MONEY-SAVING GREAT. Monday Next Foy's Winter Fair.

remarks of the previous speaker, that as he began so he would end—doing his best for his fellow-men. During the evening several songs were rendered, and a pleasant evening concluded with "Auld Lang Syne."

"Pay Attention to This Youngster," For he will yet make a noise in the World," Mozart exclaimed as he heard the youthful Beethoven play. We know how true the prophecy proved.

"REX" PORK AND BEANS are making a noise in the housekeeping world. They are not only savers of time, but of money, too, for in these days of constantly increasing cost of housekeeping and scarcity of good pure food, "REX" PORK AND BEANS are nothing short of a boon.

DOMESTIC Economy: Art of Home-making. ELECTRIC ENGINEERING. Telephone Wiring. HAIRDRESSING, Shaving, Day-Night. HYPNOTISM: correspondence invited.

The N.S.W. Railway and Tramway Service Roll of Honor

The Names of the Killed and Wounded.

However meagre be our worldly wealth, let us give something that shall aid the Brave.

THE SUPREME SACRIFICE

Life is that which all men value above everything in the world.

To gain an unworthy object men will sometimes sacrifice much—treasured possessions, worldly prospects, comforts, even reputation—but scarcely life. No person consciously pursuing an unworthy object will pay such a price.

But for a worthy object men have very often died. From the dawn of history men have been known to give this most precious of all possessions for their faith, for their country, or for their fellows.

Every Australian soldier that leaves our shores goes away prepared to pay this price for the honor of his country and the protection of his kinsfolk. Many of them have already paid the price in full, and their bodies lie in alien graves.

All that go take the same risk, but all are not called upon to make the supreme sacrifice. A large proportion must return to their native or adopted land wounded, maimed, disfigured and incapable, and it will be the nation's duty to minister to their needs.

Australia Day has been inaugurated in order that a fund may be raised and devoted to their assistance.

This fund will measure the extent of the national sympathy with the men that have been injured while upholding the honour of the Old Flag, and the good name of the Australian Commonwealth.

The fund will be of the nature of a voluntary thank-offering to the men that have exposed themselves to the danger of almost certain death in order that Australia may continue to be a free Commonwealth, and every Australian should be generous to the point of serious self-sacrifice in order to make the total amount worthy of the occasion.

A CENTRIFUGAL MACHINE

A CONCLUSION, AND A CONTRAST

Looking at Germany from the outside and trying to fuse my impressions and experience into a single image (says a neutral correspondent, who was recently in that country). I seem to see a huge centrifugal machine flinging forces outwards. The longer it works and the higher the velocity of its gyrations the more is the centre depleted, and the more intensely are the forces crowded along the circumference. There they batter furiously against the walls—the military frontiers.

Between the centre and the circumference there are many eddies and cross-currents, which become apparent on close investigation. But they are scarcely visible in the uniform movement set up by the pressure of the machine. The centrifugal forces may break through the containing human barrier and extend their radius of action. They may also make but a narrow breach and cause a leakage. Both of these things have happened. In any case, the working of the machine is attended by continual and terrible consumption of energy, not only by the machine itself, but by the wastage that cannot be replaced, among the units of force which it drives outwards.

Consequently there are two limits to the working of the machine. It will slacken down when it can no longer be fed with enough units of force or when the supply of central energy itself gives out. Both these factors come simultaneously into play. These are, so to speak, the physics of the problem. Mental factors hardly count. They are included in the machine itself, and are inherent in its origin and purpose.

Against such a machine only well-organised material forces can prevail. True, the machine itself may suddenly break down, in spite of its wonderful elasticity. A reverse may throw it temporarily out of gear. As yet there are indeed few signs of such a contingency, but, occasionally indications are visible of the way the protracted tension is telling.

There was an old lady who lived in a shoe, children were many, shillings were few; Hard-put to feed and find them warm clothes, Little wool boots for their tiny pink toes. One woful winter, she had them all ill, With whooping-cough, bronchitis, and chill. Till her neighbour stepped in—"Good Two Shoes" demure— Saved them with Woods' Peppermint Cure.

THE ROLL OF HONOR

The Railway and Tramway Service of New South Wales has played and continues to play a noble part in the greatest tragedy of history. So far nearly 2000 Service men have answered the call, and every week others leave the footplate, the workshop, the Permanent Way or whatever branch of the Service they are engaged for the purpose of joining their comrades at the battle front. In the great assault at Gaba Tepah—an assault that will live for ever in the annals of brave deeds—these men shared with other Australians the glory and the loss, and many of them lie sleeping on the hills of Sari Bair for evermore free from the storms of human passions. The memory of these men we shall honor for all time. Their names will for ever shine in golden letters on the scroll of fame. The others—those that came through the ordeal with broken bodies—we shall honor no less, and it will be our duty to see that hereafter their welfare shall be our special care. The following lists contain the names, first of those Service men that were killed in battle or died from wounds, and second, of those that were wounded. These lists bring us up to the end of last week. Others will be published as the lists are added to.

"HOW REST THE BRAVE?"

Hod sleep the brave who sink to rest
By all their country's wishes blest?
When Spring with dewy fingers cold,
Returns to deck their hallow'd mould,
She there shall dress a sweeter sod,
Than Fancy's feet have ever trod!
By fairy hands their knell is rung,
By forms unseen their dirge is sung;
There Honor comes—a pilgrim grey—
To bless the turf that wraps their clay;
And Freedom shall awhile repair
To dwell—a weeping hermit—there!

INDUSTRIAL MOBILISATION

THE NATIONAL MOTTO: ALL IN.

A manifesto calling for "National industrial mobilisation, control, and administration" has been issued by the British Socialist National Defence Committee.

The manifesto contains the following:—"Fellow Citizens,—Ten months after the outbreak of the most gigantic and merciless war in which this or any other country has ever been engaged, one British Cabinet has fallen and its successor has been forced to the tardy appointment of a Minister of Munitions, in view of the urgent needs of our heroic soldiers battling in the inferno of the trenches for everything we hold most dear.

"Millions of our people had not realised before, and many do not realise yet, the gravity of the crisis. An island people, whose land has not been desecrated by a foreign invader for many centuries, the British nation has been slow to understand the horrors that await us in the event of a German invasion, and the degradation and dangers inevitable unless German militarism is crushed.

"The national motto then must be "All In." Everything the nation possesses in limb and blood and treasure must become common stock for the nation's defence. No interest of party, privilege, or capital must stand in the way of the national security.

"The wasteful gamble and chaos of private enterprise and competitive commercialism may serve us in times of peace, but when certainty of result is vital private enterprise is hopelessly inadequate. We must have national organisation. Every factory capable of producing the goods required must become part of a national scheme. A practical committee of half a dozen business men and workers' representatives could manage all the ammunition works in Britain. Under one control the work can be divided and sub-divided to an infinitely higher degree of dispatch and efficiency than is possible under scattered and divided managements and interests."

CLUB SECRETARIES

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

KILLED IN ACTION OR DIED OF WOUNDS

- V. V. Knight, fireman, Junee.
- E. C. Bird, fireman, Hamilton.
- W. A. Stach, conductor, Sydney.
- J. Grieve, cleaner, Eveleigh.
- C. N. R. Huntley, draftsman, Sydney.
- W. T. Ferris, turner, Eveleigh.
- J. Heron, coremaker, Eveleigh.
- T. McQuirk, conductor, Sydney.
- E. L. Wood, checker, Sydney.
- G. Davis, driver, Junee.
- N. A. Hayles, conductor, Port Macquarie.
- J. C. Bridges, signalman, Valley Heights.
- A. J. Carnell, fireman, Goulburn.
- A. Bailey, fitter, Randwick.
- C. Bird, conductor, Fort Macquarie.
- J. L. Hargrave, junior draftsman, Sydney.
- W. King, junior clerk, Newcastle.

- J. F. Howarth, lifters' asst., Randwick.
- T. Golden, fireman, Hamilton.
- E. S. O'Donnell, guard, Waterfall.
- Geo. Crake, conductor, Waverley.
- J. G. Pope, operator, Harden.
- A. Gambling, conductor, Newcastle.
- S. A. Stewart, cleaner, Rozelle.
- H. W. Matchell, conductor, Fort Macquarie.
- W. Robertson, conductor, Rozelle.
- R. J. Horan, fitter, Eveleigh.
- H. W. Gammone, porter, Dungog.
- C. Murray, fireman, Harden.
- T. Hollands, striker, Eveleigh.
- H. G. Grieves, junior porter, Coolah.
- P. A. Lee, pitmans' assistant, Dowling Street.
- E. Hardy, conductor, Waverley.
- R. D. Usher, cleaner, Eskbank.
- K. Chambers, laborer, Sydney (Tram. Per. Way).
- J. Nicoll, laborer, Flemington.
- A. Sledge, laborer, Sydney (Rail. Per. Way).
- J. Farnsworth, fitter, Parkes.
- P. Dobinson, cleaner, Narrandera.

- J. W. Syme, fireman, Penrith.
- L. Selmon, porter, Lismore.
- E. C. Hingggson, porter, West Maitland.
- K. C. Bourne, N.O., Dungog.
- H. Chadwick, conductor, Rozelle.
- A. Sherbourne, conductor, Newcastle.
- A. J. Campbell, cleaner, Pt. Waratah.
- F. C. Pratt, guard, Sydney.
- W. J. E. Putland, conductor, Dowling Street.
- G. V. Rixon, conductor, Dowling Street.
- W. B. Evans, porter, Sydney.
- G. Lennan, conductor, Ultimo.
- H. C. Fainham, turners' laborer, Randwick.
- J. H. Cumberland, cleaner, Werri Creek.

- John C. O. Hayes, cleaner, Eveleigh.
- W. Oyston, leading porter, Woolongong.
- R. McDonald, laborer, Goulburn.
- H. Patfield, fireman, Port Waratah.
- John Tann, yard laborer, H.S.P.
- G. A. Peake, cleaner, Goulburn.
- W. A. Trotter, junior clerk, Sydney.
- W. H. Gordon, boiler-maker's helper, Eveleigh.
- A. Blackwood, fitter, H.S.P.
- J. Barton, laborer, Eveleigh.
- W. C. Jennings, porter, Sydney.
- W. F. Moore, laborer, Sydney.
- A. Whitaker, shunter, Newcastle.
- H. Launnen, junior porter, Sydney.
- T. C. Power, laborer, Clyde.
- H. C. Masceord, storekeeper, Sydney.
- John Towers, laborer, Bowning.
- D. Millken, laborer, Bathurst.
- H. W. Carter, porter, Bullock Island.
- W. G. Smith, conductor, Ultimo.
- E. W. G. Wren, clerk, Sydney.

- C. Bush, conductor, Waverley.
- J. Reid, junior porter, Wollongong.
- J. Turnbull, striker, Eveleigh.
- H. Williams, fireman, Clyde.
- J. W. Colless, porter, Meadow Bath.
- A. N. Davies, cleaner, Hamilton.
- J. Bulloch, fuelman, Narrabri West.
- H. M. Lawrence, junior porter, Blayney.
- P. W. Harrison, fireman, Lismore.
- J. A. Moffitt, porter, Darling Harbor.
- T. G. J. Ryan, junior porter, Brewongle.
- J. S. Sherwin, conductor, Ultimo.
- C. Williams, conductor, North Sydney.
- E. F. Mayo, laborer, Goulburn.
- S. T. Walter, porter, Darling Harbor.
- S. Knox, clerk, Sydney.
- G. L. R. Foote, electrical fitter, Randwick.
- J. Honan, porter, Sydney.
- A. T. Wynne, clerk, Lismore.
- E. A. Goldstein, porter, Summer Hill.
- H. H. Churchill, fitter, Nevertire.
- C. H. Thompson, driver, Werris Creek.
- E. L. Worner, fireman, Harden.
- T. F. Hector, fireman, Bathurst.
- F. Summersell, cleaner, Parkes.
- J. Royston, fitter, Western.
- F. P. Brennan, guard, Lismore.
- C. W. Kenley, fitter, Eveleigh.
- A. B. Stevens, operator, Sydney.
- G. Wentworth, bricklayer, H.S.P.
- W. H. Balfield, guard, Moss Vale.
- J. Bruggy, bricklayer, Goulburn.
- T. K. Gilles, fitter, Capertee.
- W. P. Dorrington, junior car cleaner, Fort Macquarie.
- C. T. Moran, fireman, Albion.
- J. Pinkerton, striker, Eveleigh.
- L. C. Mearant, laborer, Mount Victoria.
- A. R. Sequus, laborer, Eveleigh.
- J. J. Gannon, clerk, Sydney.
- T. Y. Jones, porter, Junee.
- F. Wright, cleaner, Bathurst.
- R. McLennan, fitter, Lismore.
- D. J. Young, cleaner, Penrith.
- A. Goldie, shunter, Campbelltown.
- C. F. Cox, inspector, Sydney.

- R. Andrews, fitter, H.S.P.
- P. Johnson, fireman, Albury.
- R. W. Harslett, fitters' assistant, P. Waratan.
- R. Bond, fitter, northern division.
- S. Wye, conductor, Rozelle.
- G. Keene, driver, Waverley.
- C. Spreckly, laborer, Waterfall.
- D. W. Carte, shunter, Narrabri West.
- H. Fosse, driver, Dowling Street.
- H. White, junior draftsman, Sydney.
- P. Ayton, conductor, Rozelle.
- B. Doohan, cleaner, Singleton.
- G. Plush, cleaner, Goulburn.
- S. E. Nevitt, clerk, U.P. House.
- A. L. J. Boacra, shunter, Eskbank.
- F. Day, cleaner, Oakland.
- F. Daley, conductor, Dowling Street.
- S. Taylor, conductor, Rozelle.
- J. W. Hetherington, fitter, Rozelle.
- T. F. Burgess, driver, Waverley.
- E. Teague, conductor, Waverley.
- G. Plush, guard, Harden.
- E. F. Litchfield, clerk, U.P. House.
- L. Purcell, fireman, Pictou.
- P. Almond, fitter, metropolitan division.
- D. Fryer, cleaner, Wellington.
- H. Avery, fuelman, Lismore.
- William McL. Slee, packer, North Stablefield.
- F. Swindell, laborer, Nyngan.
- R. Burns, driver, Newtown.
- J. Ward, spawler, Bowning.
- J. Gilmour, laborer, H.S.P.
- C. Hudson, clerk, Casino.
- A. F. Barques, cleaner, Pictou.
- C. Darcy Irvine, conductor, Ultimo.
- A. Costello, loco, Goulburn.
- J. W. Lee, shunter, Cootamundra.
- A. R. Durant, shop boy, Randwick.
- F. E. H. Heaney, cleaner, Singleton.
- G. A. Morris, fitters' laborer, Ultimo P.H.
- C. F. Dobbie, cleaner, Eveleigh.
- J. A. Rowe, shop boy, Randwick.
- A. G. Dickie, cleaner, The Rock.
- R. E. McMellie, fireman, Waterfall.
- R. Critchley, fitter, Bathurst.
- K. C. Craig, conductor, Newtown.
- C. H. Way, porter, Newcastle.
- R. Husband, fireman, Eveleigh.

WOUNDED

TO AID Australia's Wounded Soldiers REMEMBER WHAT YOU OWE

'Tis truly said—"Greater Love hath no man than this—that a man lay down his life for his friends."

2,500	Two Thousand, Five Hundred Killed	2,500
And for every man killed, five wounded.		
AUSTRALIANS NEED YOUR HELP.		
10,000	Ten Thousand Wounded	10,000

This is the price our brave lads are paying to protect
Your Liberties, your Privileges, your Safety.

OUR DUTY.

1. Self-Denial—a little from all of us Practised each day,
Will comfort and hearten our wounded soldiers
So far away,
2. Now is the time, now they are suffering;
Wait not for to-morrow.
We in Australia, the land of sunshine,
Must brighten their sorrow.
3. List to the still small voice of conscience;
What does it say?
Turn, turn, from all selfish pleasures,
Give to-day.
4. Let us gladly give and proudly too,
To ease their pain.
They are fighting for freedom,
for you and me.
Ours is the gain.
5. And we who live in the warmth and ease
Of our bounteous land,
Must work with a will, and give of our best.
With heart and hand.

These lines are taken from a booklet of verses by Sybil Heydon, on sale, price 1s., at all Stallholders on Australia Day.

REMEMBER THE DUTY YOU OWE ON AUSTRALIA DAY, July 30

THE INHUMAN ENEMY

A GAS ATTACK IN POLAND.

(By a correspondent with the Russian Forces.)

The use of poisonous gases by the Germans, involving as it does far-reaching suffering, promises to present one of the blackest pages in world's history, while the Russian response in this emergency is one of the most magnificent stories of the Allies of the state of the moral of the Russian soldiery after 10 months of warfare in which they have been steadily attacked by the Germans.

As the general situation caused by the use of gas, is so filled with inhumanity and misery, both to soldiers and peasantry, I have spent the past three days in studying its effects, and have examined all the evidence available, visiting both the advanced trenches, which suffered the worst from the gases, and the base hospitals at Warsaw, where the victims are dying. I have talked with dozens of generals, officers, soldiers, and others, and can write without fear of contradiction.

The soldiers had been warned of the possibility that gas would be used against them; hence they were not surprised when, in the early morning of May 30, a movement was observed in the German trenches, where men were seen placing a white powder resembling salt upon straw before their positions. It was first reported that this was the gas producer, but now I learn that this was merely the means of creating a cloud of heavy smoke, which served as a screen for subsequent movements. The system actually employed by the Germans was to place cylinders of steel 20in. by 6in. in a trench, embedded in the floor, then to connect this with a lead pipe running along the parapet facing the enemy, with a valve at the cylinder head. After the smoke curtain had been created these valves were simultaneously opened. The cylinders were arranged in groups of 10 or 12, 2ft. apart, with spaces of twenty paces between each group, this system covering perhaps a kilometre of the front.

On the opening of the valves, the clouds of heavy, greenish-yellow gas poured out, flooding all the ground before the German lines, and with a favourable wind these drifted slowly toward the Russian line,

which was absolutely hidden by a wall of smoke and gas. Evidence exists which indicates that the German soldiers bitterly protested against the using of the gases. At all events, the soldiers were told by their officers, that the gas was quite harmless and that the Russians would not suffer unduly, but would be merely rendered unconscious and that they would walk over and occupy their trenches, without losing a man. Behind the gas went sappers to cut the Russian barbed wire. Behind their attacking columns followed Germans bearing cylinders of oxygen for the relief of their own soldiers, who were all equipped with respirators.

The Russian soldiers were told not to move or make a sound, and not to fire until the enemy was within reach of our barbed wire, thus permitting the Germans to believe them to be dead. It is thought that many Russians fell asphyxiated in intense agony. The absolute silence that prevailed in their trenches so convinced the Germans of the success of their programme that, it is stated, the last groups of attackers brought their blankets and knapsacks with them, believing that they would remain comfortably for the night in the occupied trenches.

When the Germans reached the entanglements the whole Russian line opened fire, sweeping away the first ranks. Not a single soldier budged from his position. All remained in the trenches while the operators of the machine guns worked their pieces with other soldiers holding wet bandages around their faces until both died together. The whole story is filled with numerous incidents of the heroism of individuals who died at their posts. The reserves coming forward found the first trench filled with Russians asphyxiated, but the Germans were already retreating. The reserves, with furious indignation, carried the attack forward, falling on the Germans, bayoneting and clubbing them with their rifles, chasing them first in and then out of some of their own positions.

In the meantime, towards one position, a change of wind carried the gases back to the German trenches, where respirators had evidently not been provided, for the Russians say that the shrieks of the German soldiers in the throes of their own poison were horrible to hear. Thus, without the slightest material advantage, ended the first German attack. (Continued on page 8.)

APPEALS BOARD.

RAILWAYS ACT, No. 20, 1912, RELATING TO APPEALS EPITOMIZED.
 Sec. 37.—(1) Members, Secretary to C.C.—Chief Accountant—C.M.E.—Engineer-in-Chief—Chief Traffic Manager—and (2) Employees' Representative (Mr. E. D. Campbell), elected by ballot for three years. 38.—(1) Three members form quorum. (2) Decisions by majority vote, Chairman having second or casting vote. 39.—No member to be absent when meeting belongs to branch of the Service of which he is a member. 40.—Sec. to C.C. convenes meetings of Board, and keeps record of proceedings. 41.—Appeals must be lodged within 7 days, and heard within 30 days of being lodged. 42.—(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. 43.—(1) Decision of Board final, except punishment, which may be appealed to the Commissioner. (2) Pardon, 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. 22 (1), (2), (3)).

THE BOARD.
MR. LUCY,
 (Chairman).
MR. SPURWAY,
 (Chief Commissioner's Representative).
MR. E. D. CAMPBELL,
 (Elected Representative of Whole Staff).
WEDNESDAY, JULY 14.

IMPOSING LIST OF CHARGES.
GEORGE J. CLARK, plumber, signalling branch, Sydney, 12s. 4d. per day, was dismissed on 22.6.15, on the following charges:—

1. On or about 15th June, 1915, declined to give an explanation regarding a missing Departmental tent and fly, and used obscene language to his chargeman when pressed for a reply.
 2. Leaving his work at Exeter at 4 p.m. on the 8th and 9th June, 1915, without permission and during the absence of his chargeman.
 3. Leaving his work at Exeter on the 16th June, 1915, without permission and returning to Sydney.
 4. Generally unsatisfactory by reason of: (a) Disregard of the instructions given him by his charge-man; (b) Indifference to the interests of the Department.

The appellant pleaded not guilty. Francis O'Sullivan, charge-man, said that Clarke was working under his supervision from the 3rd to the 15th June last, and on one occasion before that he worked under him at Greta. He complained of Clarke to Inspector Spurway. On the first occasion the complaint was that he said that he would please himself what he did first, and would not allow his mate to carry out witness' instructions. Regarding the tent and fly, it was supposed to be booked from Helensburgh to Exeter. Witness was convinced that Clark had got a second tent, and asked him what had become of the other. He said he had it addressed to Exeter. Witness asked for an explanation three times, and Clark said he had no explanation. Witness asked him again and he used very obscene language about Inspector Spurway, and would not give any further explanation. Witness did not give Clark permission to leave work on 8th and 9th June. He believed Clark did not work full time, the electricians told him. In one case witness had trucks to unload at Exeter, and he told Clark he wanted him to help to move the trucks, but he refused. This was in June. Again Clark would not allow his laborer to assist witness in baling the water out of a truck. Witness did not give him permission to leave his work on 8th, or 9th, or 16th June.

Cross-questioned the witness said that he was almost sure that Clark refused to assist in the trenches on the 10th. Witness made a verbal complaint about Clark's statement regarding Inspector Spurway. Clark made the same explanation each time witness asked him. He could not say whether Clark told Inspector Spurway that the tent was lost. It was not correct that he set men to watch each other at Exeter. He could not recollect that Clark told him that he had reported the loss of the tent on 2.6.15. Witness received a memo from Inspector Spurway on 10th June, asking for an explanation from Clark. Witness replied on the 14th June, and again on the 18th of June. He did not infer to the Inspector that Clark stole the tent and fly. Clark did not tell him on 16th that he had to come to Sydney and make a personal explanation. Clark was handed the charges of 8th and 9th June, witness had Clark and his mate letter about 6 p.m. Regarding the tent to see if they worked correct time.

Percy Grey, electrical mechanic, said that he was working at Exeter on 8th June, at the distant starter. Their time to finish was 5.30 p.m. From what he saw Clark finished his tent about 4 p.m. Witness finished at 5.30. Witness could not say what time Clark finished on 9th June.

In cross-examination witness said that he could not say whether Clark came back to the signal box. Witness knew he was working under the signal box that day. The first day they went there they were put on guard against each other. The plumbers were to watch the electricians, and the electricians were to watch the plumbers, and the plumber came along and told them to watch Sullivan.

Geo. Spurway, inspector, said that he wrote Clark for an explanation regarding a missing tent. Clark told him on 2.6.15, at Exeter, that the tent had not been put off the train when he arrived. Witness wrote to Clark on 16th demanding a written explanation from him, and Clark came to see him. Witness went to Bundanoon on 18th June

and saw where he had been working. He saw it in a very unsatisfactory condition.
 Cross-examined the witness that the first he knew of the language used was on the 16th. Clark told him on 2nd June, that the tent was not to hand.
 Arthur Poole, signal ganger, said he was charge-man at Helensburgh. Clarke worked under him from the 10th of May to June 1st. He had no complaint as regards his work-manship, but he made excuses that he had no tools to get on with, and did not get on with his work as he should have done.

In reply to cross questions the witness said he considered Clark to be a grumbler. Witness put the tent and fly on the train at Helensburgh, it was addressed to Exeter.
 Geo. J. Clark, plumber, denied absolutely that he ever used any obscene language at any time. Sullivan only asked him for an explanation once. The letter dated the 16th was handed to him late that night. He was working under the signal box on 8th June, up to 5.15 p.m. He then walked to the down starter and fixed it. O'Sullivan came to him and asked for his mate to dig out the trenches, and he told him he had instructions from one of the charge hands that his mate was to get his work done. When O'Sullivan asked him for his mate on 9th June witness was working under the platform and wanted his mate with him.

To Mr. Wallis: He had applied for removal to city work, as he did not like country work. He did not leave his work at 4 p.m. on the 9th. He got Inspector Spurway's letter at 6 p.m., and as he had no paper to write on he thought it best to come to Sydney and make a personal explanation. He was only asked for an explanation by O'Sullivan once, that was on the 18th of June.
 Harold Patterson, plumber's laborer, said that on June 15th he heard O'Sullivan ask about the tent, and Clark said he had already seen Mr. Spurway about it, and would fix up an explanation later on. On 8th June they were at work under the box until 5.15 p.m. On the 9th they went at about 4.50 p.m. to fix up the tent, as it had been blown down.

To Mr. Hodgson: He only heard O'Sullivan ask Clark about the tent once, and that was on the 15th.
 The appeal was dismissed.

Mr. Campbell dissented, and considered that appellant should be given another chance later on.

CARELESSNESS.
THOMAS KNOX MACKIE, electric driver, Port Macquarie, 10s. per day, was dismissed on 22.6.15, on the following charges:— (1). (12.3.15). Want of care whereby train collided with a horse and cart, which in turn collided with a motor car in Elizabeth Street; claims amounting to £143 7s 6d paid. (2) Taking intoxicating liquor to excess and being in an unfit condition to be on duty (18.6.15).

Appellant pleaded not guilty and was defended by Mr. Meagher. Mr. Meagher took exception to charge No. 1 as the appellant had not had an opportunity to defend himself against it, and was dismissed on charge No. 2.
 Mr. Emery admitted that appellant had not been given an opportunity to answer the papers, nor did he know of the matter until June 11th.

The board decided, in the circumstances, to strike out charge No. 1.
 Geo. Taylor, railway medical officer, said that he examined Mackie on June 18th at about 3.30 p.m. He was not intoxicated, but had had drink, and witness did not consider he was in a fit state to drive a train.

To Mr. Meagher: If a man was in the condition he saw appellant to be in he might be quite capable, and yet be unsafe to drive a train. He did not consider an inspector who observed the man as closely as witness did, although the inspector was a practical man. He did not consider a rum and milk at 6 a.m., and a beer at 11 o'clock, and another at 12 would make a man drunk.
 Thos. Hargreaves, acting examiner, said that he was on duty on June 18th, and driver Mackie came under his notice. He was at the corner of Bridge and Pitt streets at 2.23 and saw the footboard damaged. He went to Mackie and asked him the cause, and Mackie referred him to the conductor. He had to go back to Mackie and rode with him to the Railway. Witness did not like the look of him, and sent his car to the depot, and then took Mackie to the depot. Witness as-

sumed that he was under the influence.
 To Mr. Meagher: Mackie did not give him the full particulars of the accident. His walk was all right.
 To Mr. Campbell: He could find nothing wrong with Mackie on the trip to the Railway. It was only after he got to the Railway that he concluded he was under the influence of liquor.
 Thos. Mackie, driver, said that he was on duty on June 18th. He had fourteen years' service, and was a married man with a family. He was a sea-faring man before this, and it had for years been his practice to have a rum and milk early in the morning. A few days before this he got word of his brother being killed. He was working a broken shift, and signed on at 1.19. He had a glass of beer at 11 a.m. and a shandy at 12, and that was all he had. He was just as competent as he was at present. He remembered Starter Higginson speaking to him on the 1.32 trip to the Quay. A passenger complained to the starter that he had been drinking. He invited the man to come over and confront him, but the man refused to do so, or to give his name. The starter then told him to go on to the Railway, and he rang up other starters, who got inspectors Harbour and Tiches to examine him. Later on Hargreaves spoke to him at the Railway and took him to the Depot Master, and from there to the Superintendent, and then back to the railway doctor. While he was at the Superintendent's office he was called upon to make a report of the accident.
 To Mr. Emery: He did not consider it risky to take a shandy at 12 o'clock. Hargreaves spoke to him about the damage to the footboard at the Quay. Hargreaves was at the point of collision a few minutes after it happened.

Percy Higginson, starter, said that some time after 1 p.m. a passenger complained that the driver smelt of drink. Witness went over and examined him, and was quite satisfied. Mackie asked for the man to come and confront him, but the man would not do so. Witness told Mackie to go on his run, and then rang up the inspector's office, and told him. He did this on account of the complaint.
 To Mr. Emery: He went quite close to Mackie, and was quite satisfied that he was all right. The reason he rang up was, to protect himself. Had he not considered him capable of doing his work he would not have let him go on.
 The appeal was dismissed.

Mr. Campbell favored giving appellant another chance as a conductor.

BREACH OF BY-LAW No. 25.
JAMES LOVELL MILLER, 3rd class night officer, Narrabri, £190 per annum, was dismissed, 3.6.15, on the following charges:— (1) (28.5.15), irregularly permitting a woman to be in an empty carriage standing in carriage shed road at Narrabri; (2) (28.5.15), being in company of a woman in empty carriage referred to in charge No. 1, and conniving at breach of by-law No. 25.
 The appellant pleaded not guilty and was defended by Mr. Meagher. Inspector James Fullerton said he was at the Narrabri station at 9 p.m. on June 28th, and heard a noise in a carriage standing opposite where he was. He went over and found the doors of the carriage locked on one side. He then went round to the other side, and while looking in the compartment heard someone get out on the other side,

the appellant receiving another chance away from the safe working for a time.

THE TROUBLES OF A SIGNAL-MAN.
CHARLES FREDERICK WIL-LIAMS, 7th class signaller, Teral-ba, 9s. 6d. per day, was reduced to the position of porter at 8s. 6d. per day, 19.6.15, on the following charges: (a) Irregular block working between Teralba and Cockle Creek, 18.5.15.

(b) Allowed No. 88 up goods train to leave Teralba for Fassfern without giving the "train on line" signal to the station in advance, 18.5.15.
 (c) Cancelled the "Is Line Clear" signal during the time that No. 88 goods was in the Teralba-Fassfern section, 18.5.15.
 (d) Caused avoidable delay to No. 88 goods, 18.5.15.

The appellant pleaded not guilty. Traffic-inspector Scully gave evidence of having inquired into irregularities at Teralba and produced extracts from train books. In reply to appellant witness stated that he had, up to now, always found him to be a good signalman.
 Evidence as to the alleged irregularities was given by W. A. Prout, W. C. Ayton, signaller, A. Bryden, N.O., A. E. James, R. Hoeking, driver, A. Morris, guard, and the appellant.

The appeal was dismissed. Mr. Campbell considered charge (a) proven, but not the other charges, and thought the punishment too severe and that the reduction should be limited to a specified term.

THE "ALL GRADES" BUSY.

TIME LOST RETURNING TO WORK.
 On May 13th the general secretary wrote to the Chief Commissioner requesting him to be good enough to allow the bridge gangs on the Queensland section to make up the time lost in returning to their work after being home at week-ends. He pointed out that the present running of the Cooma mail is not early enough for these men to get to their work at 7.30 a.m., consequently, under the present system, they have to lose time. The men, it was stated, are already on partial time, and the cost of living has gone up they have great difficulty in making both ends meet.

On the 6th inst. the general secretary received a reply from the Commissioner, stating that the matter has had consideration and that authority has been given for the men to be allowed to make up such time, under Clause 7 of the award, provided all the employees are agreeable.

PORTER PIPER'S CASE.
 On June 23rd the general secretary wrote to the Superintendent of Lines on the subject of Porter Piper. He said that Mr. Piper joined the Service about four years ago as a junior porter. He reached 21 years of age on 29th May, 1913, and was then a porter at Clyde yards. After his twenty-first birthday he received a wage of 8s. per day. He remained at Clyde until October, 1913, and was then transferred to Stanmore and performed his duties there until 8th October, 1914. The general secretary pointed out that under the current Traffic Award, Mr. Piper should have been entitled to an increase to 8s. 6d. per day on the 29th May, 1914. It appears that he applied for this to his immediate superiors, and received no satisfaction, but eventually received a wage of 8s. 6d. per day as from 19th October, 1914. The association considered Mr. Piper entitled to payment at the rate of 8s. 6d. per day for the time between 29th May, 1914, and 10th October, 1914.

On the 2nd inst. Mr. Hodgson replied, stating that the increase from 8s. to 8s. 6d. per day would be paid to Piper as from 29.5.14.

EXPENSES FOR FETTLER DOYLE.
 Recently, under instructions from the Executive, the General Secretary wrote to the Engineer-in-Chief for Existing Lines, and brought under his notice the case of F. G. Doyle, fitter, Walgett. Doyle applied for a transfer to any town length on the Muswellbrook to Deunan extension, or falling that, Taree or Wauchope. On the 6th April Mr. Doyle received a wire stating that he was required to proceed to Newcastle, but had to return to Walgett. Owing to the irregular train service he could not reach that town before 10th April, three days four and three-quarters hours were deducted from his pay.

The General Secretary said that the amount involved was £1 12s 4d; and seeing that there was some mismanagement or misunderstanding on the part of Mr. Doyle's officers, it was unfair that he should be the loser thereby.
 The reply from the office of the Chief Commissioner was to the effect that the matter had had consideration, and directions were being given that payment was to be allowed Doyle for the time lost.
 On the 13th inst. Mr. Doyle wrote as follows to the General Secretary:—"Allow me to thank you for the service you rendered me by securing

the £1 12s 4d which was deducted from me, and which, without your intervention, I would never have received."

FUELMEN'S GRIEVANCES.
 The General Secretary recently approached the C.M.E. with the following requests:—(1) That the pitmen at Erskineville pits be provided with a gas ring and hot-water fountain, also a gas light in their quarters, the same as is supplied to the men on the coal stage; (2) the pitmen desire, in the interests of their limbs and lives, that the cross-cut in the Erskineville pits should be lit up at night; (3) That the C.M.E. be advised of the inadequate facilities for the treatment of accidents at the pits.
 On the 13th inst. the C.M.E. replied, stating that arrangements are now under consideration with regard to providing gas lighting, gas ring and hot-water fountain in the meal room for the fuelmen; that a conveyor is being provided in the cross-cut which, when complete, will do away with the necessity for the men entering the cross-cut; and that the Chief Commissioner has recently approved of an ambulance room being erected in a suitable position at the Erskineville end of the running shed.

A SOLDIER'S PAY.
 Fireman H. M. Patfield enlisted in the Expeditionary Forces, and is one of the unfortunates that have been wounded at the Dardanelles. Prior to leaving he filled up the necessary forms and asked for the difference in his military and Service pay to be paid to his brother, in order that a portion of it might be applied to the support of his sisters. The brother is a married man, and Fireman Patfield, with some assistance from him, supported two sisters, fourteen years of age. When the ruling that those who leave no dependents in the State were not to be paid the difference, the difference in pay was stopped, and consequently Patfield's sisters have not received the assistance which it was understood they would receive when he enlisted. These facts were placed before the Chief Commissioner by the General Secretary, with the result that the Commissioner approved of the continued payment of the difference between the service and military pay of Private Patfield.

FUELMAN IZZARD GETS A RISE.
 In June last the General Secretary wrote to the Acting Chief Commissioner, stating that Henry Izzard, head fuelman, Harden, Loco. Department, was in receipt of 9s per day only as a fuelman, although he was head fuelman, discharging the work customarily being performed by a head fuelman. The General Secretary said that he was aware that Izzard was not specifically provided for in the No. 2 Board award, but he understood it to be the intention of the department to pay leading hands 1s a day extra, which they received prior to the award. The head fuelmen at Eskbank and other places received 10s a day or shift for performing precisely the same duties as performed by Izzard.
 On the 13th inst. the Deputy Chief Commissioner informed the general secretary that the matter has had consideration and approval had been given to the payment at the rate of 10s. per day, being made to Izzard.

"THE DIZZY LIMIT"

In Eddy Avenue the other evening a junior porter was accosted by a fine, ruddy faced "pommy," and the following conversation ensued:—
 Pommy: Could you please direct me to the railway staff office?
 Porter: Ye see that sign over there? Well, that's where the bloke hangs out vot runs the show.
 Pommy: Do you think there is any chance of getting on the railway?
 Porter: What d'ye want ter jine the railway fur?
 Pommy: I can't find any work. There's no work to be had.
 Porter: Why, anyone bin runnin' yer?
 Pommy: I was told at home that there was plenty of work in Australia.
 Porter: Gee whiz! Who piled that inter ye? 'Ole Porgy Reid, I s'pose. But I say, mister, anything wrong with yer?
 Pommy: How? In what way?
 Porter: Oh, well, have ye got yer teeth—molars in particular? Got anything wrong with yer peepers? Can ye see all right? Got no wooden legs, nor arms, nor varicose veins? Are ye all right about the gizz? Ye don't look like a cripple?
 Pommy: Oh, no! I can pass any medical inspection.
 Porter: By crimey! That ain't bad. Now how comes it that Kitchener let yer wander from yer 'appy home lookin fur work an' whips off in the trenches waitin' for the millions he's pipin' fur, eh?
 Pommy: I don't quite understand you.
 Porter: Gaw bli' me! Hev ye ever been looked up fur bein' looney?
 Pommy: Certainly not!
 Porter: Cheese an' crusts! Yer the bally limit—the dizzy limit, ye are! Lookin' fur work ye are, is it? Left heaps of it behind yer, sonny, an' ye comes out here ter take the bit wot is left ter those who can't get ter the front, cos of other things wot can't be turned down. An' they ain't much



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OVER THE ODDS
 At the Congong sugar-mill last week no less than fifty-five cane-cutters signified their willingness to enlist, but on being examined by a doctor it was discovered that only fifteen of them were medically fit. Fifteen of fifty-five! What's the matter with the cane-cutters! Cane-cutting is no child's play, and only strong, hefty men follow the occupation. The doctor, one imagines, must have been very particular. His name is Gold-smid.

If a Copenhagen message is correct the Germans in the Argonne district (France), who are commanded by the Crown Prince ("Little Willie"), receive large doses of what is popularly known as "The Crown Prince's Mixture." This is said to be a combination of ether and arrack. Ether is a mixture of carbon, oxygen and hydrogen and is chiefly used as an anaesthetic. Arrack is a fermented spirit usually made from the juice of the cocoanut or from rice. What kind of a mixture the combination forms the Germans only know, but the message states that a bottle of it is handed to each man in the trenches before a general attack. The swallowing of the mixture gives the men Dutch—no, German—courage, and they are often seen advancing waving a bottle in one hand and carrying a bomb in the other, in a complete state of intoxication. The aroma of arrack is stated to be ten times worse than that of West India rum. The British Tommy in India will sometimes take a swig of it at a native village when he is on a long march, and it is said that when he decides to indulge in the smellful brewer he first takes off one of his boots, and pouring the liquid into it uses it as a drinking cup. This by the way, if the Crown Prince's army keeps up this sort of thing it will crumple up like paper when some unusually severe demand is made upon it, as sure as fate.

After completing their training at Liverpool the soldiers are usually granted leave of absence for a few days so that they may visit their friends. Many of the men live in the country districts and take advantage of the leave to run home and say good-bye to their relatives and chums. They like to have what they jokingly term a "last look at the old home." Very often this "last look" becomes a reality—a stern reality. They never see the old home again. The least that the Railway Commissioners could do in such circumstances would be to issue soldiers' passes so that the men would not be compelled to spend the few shillings they receive upon railway fares.

New South Wales, up to June 30th, contributed £1,007,764 to the war relief funds, and Victoria contributed £648,204. The Belgian Fund is the largest, the amount being £516,204. Next comes the Patriotic Fund, £200,063, the Chamber of Commerce Fund, £112,668, the Red Cross, £85,766.
 At a patriotic meeting of British socialists held in London last week, Mr. H. M. Hyndman said that this war was the nation's war, and 95 per cent. of the British army was recruited from the working classes. All socialists outside Germany, and some in it, sided with the Allies. The war was being conducted, not only to keep Europe from the domination of Germany, but also for the emancipation of the German people, who had been driven and deceived and enfold into it.

The sheepskin clothing committee is finding it difficult to obtain a sufficient supply of skins to manufacture into vests. During the last twelve months the exportation of sheepskins to America has increased to an unprecedented extent and it is thought that they have been finding their way to Germany.

The Prime Minister, Mr. Fisher, has issued a writ against James Spencer, drill foreman, of Evansford, Victoria, claiming damages for alleged slander on July 6. It is alleged that the defendant made statements imputing that the plaintiff had committed a criminal offence, punishable by imprisonment, and calculated to imperil the plaintiff's holding office as Treasurer and Prime Minister of the Commonwealth.

Shark Island, 26/7/15.
 The British Government has accepted the Commonwealth's offer of an unlimited supply of high explosive shells.
 The Prime Minister, Mr. Fisher, has issued a writ against James Spencer, drill foreman, of Evansford, Victoria, claiming damages for alleged slander on July 6. It is alleged that the defendant made statements imputing that the plaintiff had committed a criminal offence, punishable by imprisonment, and calculated to imperil the plaintiff's holding office as Treasurer and Prime Minister of the Commonwealth.