

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

A GREAT AMALGAMATION OF ALL SECTIONS OF RAILWAY AND TRAMWAY MEN.
(The Largest Railway and Tramway Organisation in the Southern Hemisphere.)

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

HEAD OFFICE:
Down's Building, Central Square, Sydney (opposite Railway Station).
TELEPHONES: H.O., Redfern, 555. Co-op., City 3641.

NEWSPAPER:
"The Co-operator,"
No. 10, Campbell (Railway Per. Way).

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

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

Executive Officers:
M. A. O'DONNELL (Riv. Per. Way), G. H. STOKES (Railways Generally), H. O'DELL (Foreman's Clerk), J. BRAY (Co-operator).

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

COUNCIL:

Traffic.	Per. Way.
J. KEARNEY, Darling Harbour.	J. BYRNE, Hurstville.
W. SARE, Redfern.	A. J. WELDON, Granville.
A. MORRIS, Redfern.	E. SAVAGE, Hurstville.

Railways Generally.

J. N. LEPP, Railway Signals.	J. L. LONG, Team Signaller.
J. E. MUNRO, Sydney.	G. S. MULDER, Blue, Driver, Ultimo.
F. PINKSTONE, Sydney.	C. J. BRAY, Electric, Eraser, Tempe.
	H. GOODMAN, Railway Signals.

Tram Traffic.

J. L. LONG, Team Signaller.	G. S. MULDER, Blue, Driver, Ultimo.
C. J. BRAY, Electric, Eraser, Tempe.	

Salaries Officers.

R. LARSEN, Goods Clerk, D. Harbor.	G. J. STOKES, Tramway Officer.
H. GEORGE, Night, Sub-Inspector.	

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

BRANCH.	SECRETARY.	ADDRESS.	PLACE OF MEETING.
Albury	J. James, Riv. Per. Way.	Albury, N.S.W.	Albury Hotel, Albury.
Armidale	A. McDermott, R'way Stn.	Armidale, N.S.W.	Armidale Hotel, Armidale.
Armidale	J. James, R'way Quarries, Armidale.	Armidale, N.S.W.	Armidale Hotel, Armidale.
Armidale	G. Newton, 99 Bay-st.	Armidale, N.S.W.	Armidale Hotel, Armidale.
Blackheath	Jas. Rook, Bell-rd.	Blackheath, N.S.W.	Blackheath Hotel, Blackheath.
Byrock	W. Turnbull, Railway Dept.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	T. Thomas, 129 William-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	Those, 129 William-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	R. Murray, Post Office, Coolumandra.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	W. Powell, Loco, Coolumandra.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	Leslie J. Kerr, 9 Shepherd-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	J. Manning, Macquarie-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	A. J. Smith, 3 Lambert-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	A. Lane, 34 Lawson-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	J. Colman, 64 Park-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	E. T. Wright, 27 Pleasant-avenue.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	Reskinnville, 1st St.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	G. Warrington, 1st St.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	H. Hines, Bennelong-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	Geo. H. Curran, R'way Stn.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	M. A. O'Donnell, "Cawarra,"	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	J. Carme, P.O., Armidale.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	C. Leitch, Rly. Stn.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	N. Scouler, Albert-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	G. H. Stokes, Albany-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	J. Ford, Byron Stn.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	W. Nicholls, Illah-rd.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	R. Scott, P.O., Bombo.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	J. Dickson, 4/6 Railway Per. Way	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	M. Waters, Railway Dept.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	A. R. Wilson, Rly. Per. Way, Lyndell.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	H. H. Miller, Little-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	H. Hopkins, 25 Cross-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	A. S. Tinkle, R'way Stn.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	G. E. Power, Crescent-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	A. McMillan, c/o D. McMahon's Car-	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	Nyngan Arms Hotel, Nyngan.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	T. Godfrey, Alderton-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	Walter Tiller, Coohar-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	McKinnon, Wilmot-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	P. B. Sparrow, 47 Kellie-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	H. Melrose, Menangle-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	W. R. Bailey, High-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	W. Wallace, R'way Per. Off.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	J. E. Monk, P.O., Royalla, via Park-	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	Geo. Toiland, "Listowel,"	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	A. E. Vore, c/o Foreman	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	C. London, Marlan-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	T. Eather, Mary-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	J. R. Warby, No. 15 Store, Railway	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	Neal, Main-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	A. C. Wallace, 36 Wigram-road, For-	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	W. Harding, c/o Terrace-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	J. Lewis, Leppoch-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	B. Fallon, Fitzroy-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	P. McCosker, Rly. Dept.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	J. Clifford, Dandalo-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	V. G. Kavanagh, 51 Fowler-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	Fred. Mavin, Keirville, Wollongong	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	C. Chasman, Howard-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	P. Fogarty, Railway Line, Dubbo.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	A. Chadwick, Henry-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	W. Jackson, Rly. Dept.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	A. D. Worrell, Cornwell-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	E. Yates, "Camira," Vernon Street,	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	Thos. Burns, Cumberland-road,	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	J. Kelly, "Fernside," Bouveres-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	H. R. Carruthers, Onus-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	R. R. Whitton, Rly. Dept.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	C. Hughes, Speed-st.	Byrock, N.S.W.	Byrock Hotel, Byrock.
Byrock	T. Johns, Ralpine Cottage, Cullerin	Byrock, N.S.W.	Byrock Hotel, Byrock.

BRANCH MEETINGS.

BYROCK.

The secretary of the Byrock branch states that in his report, published in the "Co-operator" of the 11th inst., there are two printers' errors. The first refers to passes. The compositor substituted the word "few" for "free." The second is the name Weavers, which is rendered Wearn. We are always willing to correct an error, but having examined the secretary's manuscript we find that it is written in pencil, and that the mistakes are easily accounted for. The word "free" is much more like "few," and the name Weavers, which occurs twice in the report, might easily be read as Wearn. In writing proper names care should always be taken to make the letters distinctly.

GENERAL STORES.

The monthly meeting of the General Stores branch took place at Head Office on the 11th inst.

Mr. Odell presided over one of the largest meetings held this year.

Formal business being put through with despatch, a resignation was received from Mr. H. Boddy, who is leaving the service.

The subscription list for the late Harry Mason's widow and family was left in the hands of the secretary, who will be pleased to receive any contributions for this very deserving cause.

Four new members were proposed

and accepted—Messrs. Dwyer, Ladd, Cullen and Sims.

Nominations were received for branch officers for 1916 as follows:—Chairman, Mr. Hagen; vice-chairmen Messrs. Sims and E. O'Donnell; secretary, Mr. H. Odell; collector, Mr. A. Donald; committee, Messrs. R. Warby, Ladd, Cullen, Donald, Brass, Creek, Clutton, Shields, Garvey, Chinn, Beckworth and Cadmore; councillors, Mr. R. Warby (for railways generally); A.G. Conference delegate, Mr. R. Warby; president of association, Mr. V. Kavanagh; Eight-Hour committee, Messrs. Campbell and Kavanagh; Trades Hall Association, Messrs. Campbell and Kavanagh; Association E.C., Mr. Brass.

Under the heading of "general business" the question of the rates of pay now being paid to laborers, stomenen, etc., led to a heated discussion, and finally it was resolved that the controller of stores be asked to receive a deputation of three to discuss these matters and to point out to him the extra cost of living and the higher wages paid in other branches of the service.

Instructions were issued to the secretary that all members be specially summoned to attend the next meeting in order to deal with the election of officers and other special board business which is now practically ripe for determined action.

Before closing the meeting the chairman drew the attention of those present to the fact that resolutions intended to be put on the agenda of the A.G. Conference should be sent along with delay.

The next meeting will be held on December 9, when all members should be present.

GUNNEDAH.

A special meeting of the Gunnedah branch was held on the 13th inst., Mr. P. J. Tennant in the chair, when the following business was transacted:—

Proposed by Mr. Geo. Brandt, seconded by Mr. H. Leary, that Mr. P. J. Tennant be re-elected branch chairman.—Carried.

Proposed by Mr. J. McFadden, seconded by Mr. H. Leary, that Mr. Geo. Brandt be elected vice-chairman.—Carried.

Proposed by Mr. Geo. Brandt, seconded by Mr. C. Wicks, that Mr. Geo. Matherson be elected as the other vice-chairman.—Carried.

Proposed by Mr. H. Leary, seconded by Mr. J. H. Hamilton, that Mr. Geo. Curran be re-elected branch secretary.—Carried.

Proposed by Mr. Geo. Brandt, seconded by Mr. H. Leary, that Mr. J. Bedford and Mr. R. Knight be re-elected auditors.—Carried.

Proposed by Mr. Geo. Brandt, seconded by Mr. J. McFadden, that Mr. D. Sims, Mr. Geo. Matherson, Mr. D. Dunn, Mr. J. Bedford and Mr. C. Panton be elected on the committee.—Carried.

Proposed by Mr. J. McFadden, seconded by Mr. C. Wicks, that Mr. P. J. Tennant represent the branch as delegate at the next conference.—Carried.

Proposed by Mr. J. McFadden, seconded by Mr. E. Morrison, that the delegate be paid £1 per day while attending the conference.—Carried.

TRAMWAY OFFICERS.

The monthly meeting of Tramway Officers branch was held at Bowen's Buildings on Friday, 19th inst., the branch chairman, Mr. H. G. Tighe, occupying the chair. A good number of members turned up and displayed great interest in the proceedings.

Matters in connection with the Wages Board were discussed, and it was decided that Mr. H. G. Tighe interview the General Secretary on the subject.

Correspondence was dealt with from Head Office re delegate to annual conference, and Mr. H. G. Tighe was appointed.

An application for assistance to conduct his appeal was made by a member, and it was decided to endorse the application and refer it to the General Secretary.

Nominations were received for branch officers for 1916.

WATERFALL.

The monthly meeting of the Waterfall branch was held at Mr. A. Hand's residence on the 18th inst.

The branch chairman, Mr. Woodward, being absent, Mr. W. Murray presided.

The attendance was very poor. Correspondence was read and received, and three new members were proposed and accepted.

Mr. G. Harum's clearance from Maitland, was accepted.

The secretary was instructed to write to the General Secretary on the subject of the lighting up of the yard.

The Waterfall branch is of the opinion that it would be a "Safety First" move to light up the shunting yard at Waterfall.

JUNEE.

The monthly meeting of the Junee branch was held on the 13th inst.

The branch chairman, Mr. E. Le Breton, presided.

The attendance was small, but it is hoped that now the branch is back into its old quarters that members will roll up in force.

Mr. E. Le Breton informed the meeting that he was getting a removal to Penrith, and, therefore, would have to resign the chairmanship. The members expressed regret at his leaving, as he always took an active part in branch work, and they expressed the hope that he would meet with every success.

Mr. D. Kiss was then nominated and elected branch chairman for the ensuing year, and also appointed collector in the loco running shed. It was decided that the nomination and election of other officers shall stand over until the December meeting.

NYNGAN.

The meeting of the Nyngan branch was held on the 19th inst. There was a good attendance. The branch chairman presided.

With reference to the Senate selection ballot, Mr. A. McMillan was appointed deputy-returning officer, and Messrs. Roffs and Harrington scrutineers.

The branch secretary was instructed to write to the general secretary asking him to have the claims already sent in ready for No. 1 board.

The resignation of Mr. Thos. Paek, owing to his leaving the Service, was accepted with regret. With reference to a letter from H.O. offering to supply ballot papers for the election of branch officers, Mr. Quin

The Price—3 COURSES FOR 9d. is the only cheap thing about THE CLARENCE CAFE ROYAL ARCADE (George St. East). OPEN DAILY, SUNDAYS AND ALL HOLIDAYS. Please Note—Sunday's Entrance is George Street between Angus and Cook's and leaving Street, via stairway.

STAFF CHANGES AND PROMOTIONS.

RAILWAYS.

APPOINTMENTS.

Loco. Branch.—Shop Boy: Frederick R. Lowe, Edward J. Bott, Eveleigh. Fuelman: Thomas Featherstone, Eveleigh.

Per. Way Branch.—Fettlers: Denis Tooney, Alfred J. Parker, Emu Plains-Raglan; Albert A. Hetherington, Nyngan-Cobar. Bride Labourer: William Barker, Stanmore.

Traffic Branch.—Porters: Cyril Hookham, Goulburn; Bertram Starling, Yaas Junction; Thomas Wilding, Gunning; Arthur Trevannon, Alfred Barker, Harden; Edward Cogwell, Nimitabel; William Farmer, Darling Harbour; Wallace Peacock, Nyngan; James Gormley, Junee Relief Staff; Arthur Jarman, Leslie Cone, Francis Savidge, Penrith; James Wedesweller, Katoomba; Henry McShane, Eskbank; Charles Johnson, Bathurst; Albert Woolston, Bernard Mundy, Blayney; John McDonald, Melbourne Sandilands, William Barnes, Sydney C.C. Sheds; Arthur Johnson, Sydney, Junior Porters; Leonard East, John Morgan, Goulburn; Joseph Boyd, Binalong; John Wilson, Broadbaine; Leon Sweetman, Moss Vale; John Pitts, Mittagong; Percy Middleton, Hill Top; Clarence Edmonds, Leslie McWiney, Harden; Arthur O'Leary, Queenbeyan; Robert Glazier, Parkes; Thomas Granall, Orange; Norman Ferguson, Mr. Hore; George Green, Balldale; Roy They, Rydal; Norman Wilcox, Corra; John Watt, Sydney C.C. Sheds; Raymond D'Arietta, Sydney; James Purcell, Wollongong; Thomas Bourke, Sydney; James Brady, Sydney C.C. Sheds; John Carlow, Sydney; Alfred Hill, Richard Keen, Sydney C.C. Sheds; Joseph France, Bull; James Duncan, Underdara; John Sheed, Evered Allen, Arthur Holland, Wallace Foss, Thomas Hazan, George Baxter, Sydney C.C. Sheds; Cyril Caffrey, Hornaby; William McIntosh, Canterbury; Arthur Gilles, Milson's Point; Thomas O'Loughlin, Stanmore. Gatekeepers: Henry Bebbington, Clyde Junction; David Hutchison, Canby Vale; Annie Donaldson, Mullengudery.

Signalling Branch.—Electrical Apprentice: Benjamin J. Worrall Sydney.

Stores Branch.—Messenger: Denny Coulson, Eveleigh.

Electrical Branch.—Electrical Mechanic: David D. Coles, Eveleigh.

PROMOTIONS.

Traffic Branch.—Shunters to Guards: John L. Evans, Amos Morgan, Thomas Mobbs, Harden; Patrick O'Donnell, Clyde to Harden; John Last, Junee; Edmond Ramsay, Coolumandra to Junee; Alfred Hoff-lick, Clyde to Junee. Porters to Shunters: William Skinner, Oswald Batang, Goulburn; Herbert Hosson, Nyngan to Dubbo; Peter Hamill, Coolumandra; Thomas Fleming, Junee; Frederick Croucher, Wallerawang. Porters to Signalmen: Walter Handley, Goulburn; Arthur Baker, Harden.

REMOVALS—RESIGNED OR LEFT THE SERVICE.

Loco. Branch.—Fuelmen: William Breese, Eveleigh; Thomas Ceoney, John Daley, Harden; Thomas Leh-day, Penrith; William Peek, Wellington. Boiler-makers Apprentice: William Abbott, Eveleigh. Boiler-maker: Henry Marshall, Eveleigh. Fitter: James Boyd, Robert Humphries, Frederick Sedgers, Frank Roscoe, Eveleigh. Turner: George Melville, William Kidd, Eveleigh. Striker: Charles Whitpain, Eveleigh. Fireman: Ernest Ostler, Penrith. Driver: William Lithgow, Eveleigh. Call Boy: Edward Foster, Harden.

Loco. Branch.—Cleaner: Ernest Lakey, Eveleigh. Moulder: William Bonner, Eveleigh. Boiler-maker: Arthur Nelmes, Eveleigh.

RESIGNED OR LEFT THE SERVICE.

Per. Way Branch.—Fettlers: Ronald J. White, Wellington-Nyngan; Ernest Cooper, Queenbeyan-Canberra; Thomas Gray, Goulburn-Crookwell; Albert Miller, Temora-Wyalong. Ganger: James McGuigan, The Rock-Lochhart.

REMOVALS.

Traffic Branch.—Porters: Ronald Oldfield, Goulburn; Kenneth Porter, Darling Harbour; George Willmott, Homebush; William Wallace, Minto; David Barnes, Clifton; Kenneth McKay, Bathurst; Louis Newman, Wallerawang. Junior Porters: Joseph Croity, Corral; Ronald Connolly, Sydney; Arthur Neale, Mary Vale. Gatekeeper: Emily Dwyer, Table Top.

DECEASED.

Traffic Branch.—Head Porter: Ernest Collett, Albury.

REMOVALS.

Signalling Branch.—Turners: William Baikie, Walter Coleman, Sydney.

Stores Branch.—Junior Canvas Worker: Jack B. West, Eveleigh.

General and Rest Houses.—Rest House Attendant: Mrs. Zella Woodman, Richmond.

LIVERPOOL.

The first meeting of the newly-formed branch at Liverpool was held in the Town Hall on the 13th inst. The branch chairman, Mr. C. Hughes, presided over an enthusiastic gathering of members.

Correspondence and business of a general nature was dealt with, but the attention of the meeting was principally directed towards the proper organization of the new branch. The secretary was instructed to get into touch with all members adjacent to Liverpool with a view to obtaining their support in making an unqualified success of the latest accession of strength to the "All Grades."

A definite date for the regular meeting was not decided upon, it being desired to thoroughly consider the convenience of members situated at some distance from the centre of the branch. The matter will be finally settled on the 27th inst., on which date the secretary has been requested to again call members together.

The following are the office-bearers for the current year: Branch chairman, Mr. C. Hughes; vice-chairman, Messrs. E. Robson, J. McDermott, and L. Painter; committee, Messrs. A. Barlow, E. Mann, E. Wolfard, D. Clews, and R. Walsh; secretary and treasurer, Mr. J. Store.

BRANCH NOTICES.

SYDNEY BRANCH.

The general secretary (Mr. Claude Thompson), has arranged to attend the annual meeting of the Sydney branch at Head Office on Thursday next, 2nd December, at 7.30.

NEWCASTLE, NO. 10.

IMPORTANT NOTICE.

A mass meeting of the Newcastle No. 10 branch members is called for next Saturday evening at the Trades Hall, Newcastle, at 7.30 p.m., and an invitation is extended to Mr. A. R. Gardiner, M.L.A., to attend and de-

STAFF CHANGES AND PROMOTIONS.

RAILWAYS.

APPOINTMENTS.

Loco. Branch.—Shop Boy: Frederick R. Lowe, Edward J. Bott, Eveleigh. Fuelman: Thomas Featherstone, Eveleigh.

Per. Way Branch.—Fettlers: Denis Tooney, Alfred J. Parker, Emu Plains-Raglan; Albert A. Hetherington, Nyngan-Cobar. Bride Labourer: William Barker, Stanmore.

Traffic Branch.—Porters: Cyril Hookham, Goulburn; Bertram Starling, Yaas Junction; Thomas Wilding, Gunning; Arthur Trevannon, Alfred Barker, Harden; Edward Cogwell, Nimitabel; William Farmer, Darling Harbour; Wallace Peacock, Nyngan; James Gormley, Junee Relief Staff; Arthur Jarman, Leslie Cone, Francis Savidge, Penrith; James Wedesweller, Katoomba; Henry McShane, Eskbank; Charles Johnson, Bathurst; Albert Woolston, Bernard Mundy, Blayney; John McDonald, Melbourne Sandilands, William Barnes, Sydney C.C. Sheds; Arthur Johnson, Sydney, Junior Porters; Leonard East, John Morgan, Goulburn; Joseph Boyd, Binalong; John Wilson, Broadbaine; Leon Sweetman, Moss Vale; John Pitts, Mittagong; Percy Middleton, Hill Top; Clarence Edmonds, Leslie McWiney, Harden; Arthur O'Leary, Queenbeyan; Robert Glazier, Parkes; Thomas Granall, Orange; Norman Ferguson, Mr. Hore; George Green, Balldale; Roy They, Rydal; Norman Wilcox, Corra; John Watt, Sydney C.C. Sheds; Raymond D'Arietta, Sydney; James Purcell, Wollongong; Thomas Bourke, Sydney; James Brady, Sydney C.C. Sheds; John Carlow, Sydney; Alfred Hill, Richard Keen, Sydney C.C. Sheds; Joseph France, Bull; James Duncan, Underdara; John Sheed, Evered Allen, Arthur Holland, Wallace Foss, Thomas Hazan, George Baxter, Sydney C.C. Sheds; Cyril Caffrey, Hornaby; William McIntosh, Canterbury; Arthur Gilles, Milson's Point; Thomas O'Loughlin, Stanmore. Gatekeepers: Henry Bebbington, Clyde Junction; David Hutchison, Canby Vale; Annie Donaldson, Mullengudery.

Signalling Branch.—Electrical Apprentice: Benjamin J. Worrall Sydney.

Stores Branch.—Messenger: Denny Coulson, Eveleigh.

Electrical Branch.—Electrical Mechanic: David D. Coles, Eveleigh.

PROMOTIONS.

Traffic Branch.—Shunters to Guards: John L. Evans, Amos Morgan, Thomas Mobbs, Harden; Patrick O'Donnell, Clyde to Harden; John Last, Junee; Edmond Ramsay, Coolumandra to Junee; Alfred Hoff-lick, Clyde to Junee. Porters to Shunters: William Skinner, Oswald Batang, Goulburn; Herbert Hosson, Nyngan to Dubbo; Peter Hamill, Coolumandra; Thomas Fleming, Junee; Frederick Croucher, Wallerawang. Porters to Signalmen: Walter Handley, Goulburn; Arthur Baker, Harden.



THE TURF.

Tots in aid of the Allies Day fund at Victoria Park on Saturday.

Winners at Cessnock on Saturday were Glendeloh, Kneeloh, Lata, Humpy Miss and Mask Eliya.

Books had a bad day at Canterbury on Saturday.

Victoria Park was well represented in the Juvenile Handicap at Canterbury on Saturday, when no less than eleven youngsters trained at the "pony" course competed.

Grab Apple showed good pace in the Warwick Handicap at Canterbury on Saturday.

Dame Aere, by Linaere, is about the fastest youngster we have seen under silk this season.

Toa Tere was never extended in the Warwick Handicap at Canterbury on Saturday.

Bariontes showed good pace in the Farm Stakes at Canterbury.

Miss Tressady finished well in the Juvenile Handicap at Canterbury. The Tressady filly promises to pay out extra good.

Tressada, a filly by Tressady, showed good form in the Juvenile Handicap at Canterbury.

Puaka might have gone close to winning the Jumpers' Flat race at Canterbury had his rider not brought the whip into play. The St. Ambrose gelding absolutely turned it up when he felt the fall.

Rose Murillo went out favorite in the Juvenile Handicap at Canterbury but she played up at the start and took no part in the race.

Only six of the sixteen entered in the Jumpers' Flat race at Canterbury went to the post.

The club put the event on to oblige owners of jumpers, and they deserve to have the races discontinued for the paltry patronage given the Warwick Farm Club on Saturday.

Three Star, an odds-on chance, just struggled home in advance of Volt Harlo, a rank outsider, in the Maiden Handicap at Canterbury on Saturday.

The imported mare Green Grass is a long time in showing decent form. The Handicapper mare ran another bad race in the Maiden Handicap at Canterbury.

The well-known bookmaker "Dick" Gilbert put in some good work auctioneering goods outside of City Tattersall's Club on Allies Day. Writer noticed "Dick" on Friday night selling a parrot to the highest bidder, and he showed unmistakable signs of hard battling. It would be much better for the game if we had many more books of the Gilbert type.

WARWICK FARM.

AT CANTERBURY. Winners, S.P., Riders. Three Star, 2 to 1 "on" (Kirtion) Goble, 7 to 4 "on" (Hawkins). Blue Shot, 12 to 1 agst. (O'Keefe). Dame Aere, 7 to 4 agst. (Dorrington).

Toa Tere, 2 to 1 (Graham). Value, 12 to 1 (Lillyman). Lady Vovi (W. Black).

Notwithstanding the counter attraction at Kensington there was a fairly good attendance at Canterbury on Saturday. The day was dull and cool.

ASSOCIATED RACING CLUBS PONY RACES.

NEXT MEETINGS: 1915. Ascot, Saturday, Nov. 27. Kensington, Wed. Dec. 1.

BAKER'S STADIUM.

NEXT SAT. NIGHT AT 8.30. Personal Direction, Mr. R. L. BAKER. Eddie McGoorty v. Mick King. Two six-round Preliminaries, commencing 7.45. Prices: 10/- (Res.), 5/-, 3/-, 2/-, Box Plan as usual.

VICTORIA PARK.

For the Maiden Handicap only nine of the twenty-eight entered went to the post. Three Star was an acceptor, and this no doubt accounted for the scratchings.

Three Star opened at 6 to 4 "on," but firm to 2 to 1 "on."

Orclad was first away and, when going, led from Three Star and Miss Buntly. At the end of a furlong Orclad just led Volt Harlo, with Three Star and Miss Buntly next. Going up the Hill Volt Harlo and Orclad went together, and at the top the former was in charge from Orclad, with Caesarism next and Three Star a couple of lengths away.

Orclad and Volt Harlo were together at the distance, but Three Star, finishing well on the outside, won by a neck from Volt Harlo, with Orclad a close third, Isonzo fourth, Green Grass fifth, and Cowboy next.

There were ten scratchings recorded in the Jumpers' Flat race and six went to the post. Gobble opened at 6 to 4 "on," and Puaka at 5 to 1 was next in demand.

Rajah led part the stand the first time from Briarberry and Puaka, and along the back Rajah was out two lengths from Briarberry, who was a length and a half in advance of Puaka, with Gobble a couple of lengths further off.

At the half-mile Rajah was only half a length in advance of Briarberry and Puaka, and they were on terms into the straight. At the distance Puaka and Briarberry were together, but Gobble joined in and, after a good finish, the favorite scored by a short neck from Briarberry, with Puaka a fair third and Command a poor fourth.

The Juvenile Handicap was run in divisions and for the first heat Rose Murillo went out favorite, but she played up at the start, and when the barrier went up she was turned the wrong way and took no part in the race.

Bruck and Blue Shot were in the lead at the end of a furlong from Rouvier, Miss Vano and War Tax. At the turn Blue Shot and Bruck were together from Mount Firsoo and War Tax, and after a close finish Blue Shot just won from Bruck, with Mount Firsoo a fair third, War Tax fourth, Miss Tressady fifth, and Faithful Laddie next.

Rouvier beat the others. Dame Aere went out favorite in the second division and, leading all the way, the Linaere filly won by six lengths from British Belle, with Welke a fair third, Tressada fourth, Galerius fifth and Sibar at the head of the others.

Toa Tere went out favorite in the Warwick Handicap and, never being extended, won easily.

Passing the stand the first time Toa Tere led from Lineage and Nojah, but at the side Grab Apple ran at the head of affairs and along the back led by a couple of lengths from Nojah and Toa Tere.

At the half-mile Grab Apple led by a length and a half from Nojah and Toa Tere, with Lineage and Claud Mimer handy.

Toa Tere had the race in hand at the distance and, coming on, won easily from Claud Mimer, with Sir Vive a fair third, Lineage fourth, Grab Apple fifth and Nojah next.

Three Star, who was carrying a penalty, was made favorite in the Farm Stakes, but he failed to run into a place.

Equity was smartest away and led out of the straight from Coragar, with Miss Squires half a dozen lengths further away. Coragar led by two lengths along the back from Equity, while Miss Squires was still a bad third.

Coragar was still in front at the five furlongs, but his rider was hampered owing to his feet parting company with the stirrups at the start. Bariontes showed the way into the straight, but Value came with a good run and won nicely from Coringoon, with Bariontes third, Petrilia fourth, Three Star fifth, and Toring next.

The meeting concluded with the Pace Welter, for which Lady Vovi went out favorite, and the Lovori mare, leading all the way, scored comfortably from Bellara, with Long Reef a good third, Flaminian fourth, Herbie fifth, and Flamboyant next.

The Botany Harriers' 220 yards championship fell to J. J. Walshe, in 25sec, while the 880 yards championship also went to the same runner, in 2min. 19 2-10sec.

The East Sydney Athletic Club's 120 yards championship on Saturday fell to F. Rule in 16 4-5sec.

C. Jackson won the 440 yards hurdle championship from F. Rule in 65sec.

WINNERS, S.P., RIDERS.

Crimson and Black, 10 to 1 (Varely). Flambard, 5 to 4 (Russell). Miss Carbeau, 8 to 1 (Strachan). Kikiamyah, 3 to 1 (Turley). Speculate, 10 to 1 (J. Norris). My Dove, 5 to 4 (Russell). Flambard, 5 to 1 (Russell). Field Queen, 8 to 1 (Kenny).

A big crowd witnessed the racing at Victoria Park yesterday. The day was fine, and the going good.

In the first division of the Flying Handicap Decorate went out a 5 to 4 favorite, but after coming from a long way behind and getting to the front at the half distance, his rider took things easy, and Crimson and Black, coming with a good run, caught him napping. Gibbergunyah was a poor third, Lord Report fourth, Mervena fifth, and Merv's Pride next.

Lord Report led by two lengths into the straight from Merv's Pride. Flambard went out a hot favorite in the second division, and he was all out to win by a head from Clarence. The Sheave made the running, and led into the straight by a couple of lengths from Clarence, with Flambard and Osfield next.

Clarence was in charge at the half distance, but Flambard got through on the rails, and just won. Teddy Bear was third, and only a head in front of Osfield and The Sheave.

Lady Mascot was the elect in the 14 1/2 Handicap, but after running to the front at the half distance, and looking all over the winner, she was beaten home by Miss Carbeau. Bel-lerdon fourth. Coral Pearl, Silver Mist, and Clotho were practically on terms at the head of the others.

Kikiamyah practically led all the way in the Maiden Handicap, and won by a neck from the fast finishing Never Mind, with Lady Poisedon (favorite) a good third, Lord Ixion fourth, and Warroon fifth.

Lord Ixion was second into the straight. Cap and Sash was first out in the Approved Stakes, but when going Nooran led, and passing the half mile, was out from Cap and Sash. Clovelly and the favorite, Brussa, Clovelly led at the half distance, but Speculate finished fact, and got up in time to win by a neck from Clovelly, with Cap and Sash third, Nooran fourth, Colyrah fifth, and Relect sixth.

Mabster was first away in the 14.0 Handicap, and when on the way led from Lady Blackberry, with Iola next, and the favorite, My Dove, handy. Mabster and Lady Blackberry led into the straight, but at the distance My Dove came through, and coming on won easily from Red Gippy, with Iola third, Swastika fourth, Gladly fifth, and Lady Blackberry next.

Flambard led over the first furlong in the Victoria Park Handicap, but Dormer led into the straight by two lengths from Single, Jack Bradshaw, Mirzan, Flambard, made a good run in the straight, and won easily from Jack Bradshaw, with My Peggy third, Single fourth, Dormer fifth, and Postelle next.

The meeting concluded with the 14 1/2 Handicap, which went to Field Queen, from Master Dix, with Deep Sleep third.

ANTICIPATIONS.

MOOREFIELD.

MAIDEN HANDICAP. Liquor or Albuna.

NURSERY HANDICAP. Wolke or Tressada.

FLYING HANDICAP. Ardrossan or Three Star.

KOGARAH STAKES. Keallera or Early Star.

MOOREFIELD HANDICAP. Toa Tere or Claud Mimer.

WELTER HANDICAP. Carino or Cool Air.

The 18ft. sailing championship on the Harbor on Saturday was won by "Scott."

The East Sydney Athletic Club's 120 yards championship on Saturday fell to F. Rule in 16 4-5sec.

C. Jackson won the 440 yards hurdle championship from F. Rule in 65sec.

SPARKLETS.

The biggest score put up in Grade cricket on Saturday was 486 for the loss of six wickets by Paddington against Gordon.

Noble scored 126 and McGreal 175, while Winning (not out 74) was also in form.

Paddington defeated Gordon by four wickets and 272 runs.

University accounted for Middle Harbor by only 5 runs.

Bardsley (90) was the best bat for University in the second innings, while Gee (51) and McKinley (62) scored well for Middle Harbor.

Waverley defeated Glebe by 32 runs.

Taylor (75) W. Cullen (41) and Faunce (42) were Glebe's best bats.

North Sydney defeated Sydney by 96 runs.

For the winners Moore (65) played off best.

Marshall batted well for 46 for Sydney.

Rodfern defeated Western Suburbs by 94 runs.

AGREEMENT REACHED

ALL GRADES AND RAILWAY WORKERS

Following a conference held between the All Grades (represented by Messrs. E. D. Campbell and V. G. Kavanagh), the attached report was presented to the last executive meeting by Mr. Kavanagh:

Gentlemen,—I hereby submit a report of the conference held with the delegates of the R.W. & G.L. Association on the 15th November, 1915. There were present Messrs. Rosser, Connors, and Ryan, representing the R.W. & G.L. Association, and Messrs. E. D. Campbell, and V. G. Kavanagh, representing the A.R. & T.S. Association, the General Secretary being absent on Industrial Court matters.

Mr. Rosser stated that at a previous conference we had come to an agreement re the tram per. way and the quarries, the only matter now in dispute being the flying gangs. He stated that his members were often drafted into these gangs for a few months and then they would be back on deviation works, etc., what he wanted was some understanding re these men. After a lengthy discussion the following resolutions were agreed to:—

1. That all men working in the flying gangs in the employ of the Chief Commissioner must be members of the A.R. & T.S. Association, or the R.W. & G.L. Association.

2. In the event of a flying gang being formed in any division, the responsibility of organizing these men in a mutual responsibility on both unions. The local secretary or organizers respectively of both unions shall be held responsible for seeing that the gang is organized.

3. That each association recognize each others tickets during the currency of same. On expiration of the ticket, members must renew their ticket with the union controlling the industry in which they may be engaged in.

4. All men employed in the permanent service must be members of the A.R. & T.S.A. All men employed on deviation and duplication works by the Chief Commissioner must be members of the R.W. & G.L.A.

5. That all men working in quarries controlled by the Chief Commissioner must be organized by the R.W. & G.L. Association.

NOTE.—Our association have all the men at Ardlen organized, it is not proposed to interfere with these men nor those of the Tarona or Bombo at present.

6. That all men employed in the tram per. way must be members of the R.W. & G.L. Association.

7. That the Chief Commissioner shall give preference to members of the Amalgamated or Railway Workers (when appointments are being made to the permanent staff.

This last clause relates to the per. way department only. On proposing this resolution I recognised the fact that this means an attempt to get preference to unionists, and we feel it is up to both associations to put up a big fight to bring this about. It is an ideal department to make a start on. All men on deviation works will have their training at plate laying, etc., and will be thoroughly competent when called upon to take a position on the permanent staff. The aims we have are, from deviation works to flying gangs, from flying gangs to the permanent staff. This will mean a deputation to the Chief Commissioner, and we urge the Executive to give this proposal their whole-hearted support. I would suggest that when this deputation waits on the Chief Commissioner, the question of pay of men engaged on the relating work, putting in new sidings, etc., be brought under his notice. It was decided at our previous conference that this should be the duty of both unions, and that any action taken must be a joint one.

It was also agreed that if any of our old members in the tram per. way should object to leave and join a new union so long as they can produce their ticket no action will be taken against them, the same to apply to any member of the Railway Workers in the flying gangs. The question of a uniform rate of contribution was mentioned, but it was not considered advisable to interfere with existing rates at present.

Yours faithfully, VICTOR G. KAVANAGH.

The Executive adopted the report and accepted the arrangements.

RUN OVER BY A TRAM.

BROKEN HILL, Sunday.—Thomas Salkeld Sutton (59), a widower, living at North Broken Hill, alighted from a tramcar going east last night while the tram was in motion. He fell under the car, and one set of wheels passed over his head, crushing it. He was killed instantly.

MUSWELLBROOK.

The initial meeting of the above branch was held at the Muswellbrook railway station on Saturday, 20th November. There was an excellent attendance of members, who were very enthusiastic and determined to make this branch a success. We have started off with twenty-five members which we will increase as we go along. One good feature of the meeting was the enrolment of women gatekeepers. The business of the meeting was the election of officers for year 1915, and nomination of delegate to annual conference. The following officers were selected:— chairman, Mr. R. E. Waiters; vice-chairman, Mr. R. R. Whitton; secretary, Mr. J. Arkell; treasurer, Mr. W. Taylor; committee, Messrs. R. R. Whitton, M. Ryan, Thos. Roughan, and E. H. Staneliffe (all unopposed); collectors, Mr. M. Curtin for Muswellbrook, and Mr. B. Ellis for district.

The nomination of delegate to annual conference resulted in Mr. R. R. Whitton being nominated unopposed. The secretary says:—"I do not think we could have got a better delegate, as he has been a very good worker and was mainly responsible for the re-establishment of this branch. I hope the members will attend future meetings as well as the initial meeting."

The most successful bowlers during the day were Bull (four for 49), Randall (four for 118), Whitfield (three for 52), B. M. Riley (four for 39), Best (one for 5), Sheppard (seven for 131), Norman (three for 33), Smith (four for 61), Walker (three for 41), Andrews (six for 69), and Jesson (three for 30).

The Leichhardt Swimming League's 100 yards handicap on Saturday resulted in a win for P. Bryant in 1min. 17 2-5sec.

W. Ferguson won the Waverley Club's 65 yards handicap at Bronte Baths in 59 4-5sec.

J. Hine put up a good performance in the Manly Club's 100 yards race on Saturday, when he won his heat in 59sec, and the final in 58 4-5sec.

The Rose Bay Club's 100 yards handicap on Saturday fell to E. Cummins in 1min. 12 3-5sec.

G. Hansel won the Bondi Club's 50 yards handicap in 26sec.

BRANCH MEETINGS

COOTAMUNDRA.

A meeting of the Cootamundra branch will be held in Lodge Room, Town Hall, on Saturday, 27th November, 1915, at 8 p.m. sharp. Business of meeting, nomination of officers for the ensuing year. Members are requested to roll up. A good muster is expected.

MT. VICTORIA.

The annual meeting of the above branch, previously notified to be held on December 11th, has been proposed until December 20th, to avoid clashing with other functions in the vicinity.

KILLED BY TRAIN.

GLEN INNES, Saturday.—A shocking accident happened last night on the railway line near Stonehenge, a fletcher, Barney Murray, being run down by a goods train and killed. He was riding on a bicycle and was within a hundred yards of home when he was hit on the back of the head. Death was instantaneous. The body was much bruised and cut about. The bicycle was broken to pieces. He leaves a widow and three children. At the inquest to-day a verdict of accidental death was returned.

LORD KITCHENER'S TASK.

The rapid developments in the Balkans and the impending occupation of Serbia by the Austro-Germans and Bulgarians have created Kitchener's new job. The armies of the Central Empires have joined hands with the Bulgarians and Turks, and against this formidable combination there are no more than 200,000 Serbians and an unknown collection of French and British soldiers. The Bulgarians alone are able to put 400,000 into the field, and reports that they are being assisted by 100,000 Turks are likely to be true, for the Turks have plenty of men reserved for the defence of Constantinople. The strength of the Austro-Germans has been estimated at 150,000, with tremendous artillery power. Nothing apart from a miracle can save unfortunate Serbia from complete occupation by its powerful enemies and a German triumphal march to Constantinople if desired by the Kaiser.

The most that can be hoped from the present Balkan position is that the remains of the Serbian army will be able to hold out on the Albanian coast or in the Montenegrin mountains. Once the Serbians are swept out of their path the full strength of their opponents will be directed against the British and French who have landed at Salonica and Kavala, and eventually the troops that landed on the Gallipoli Peninsula will be called to account preparatory to an extension of the war to the Suez Canal and to Persia. It is these all too certain events of the future that have caused Lord Kitchener, who made his early reputation in the "near East," to be invested with a mission that has caused inevitable Secretary.

Lord Kitchener's mission is of special importance to Australians. The downfall of Serbia will free a new army of 400,000 Bulgarian auxiliaries, and with these and the Turks the Kaiser may launch a fresh attack on the Suez Canal this winter. A determined attempt to drive the Franco-British forces from Gallipoli is a certainty. Hence the urgent necessity for co-ordination by the Allies in their efforts in the Balkans and Asia Minor. Following on the successfully-conducted retreat of the Russians to the Dvina, the Grand Duke Nicholas was relieved by his nephew, the Czar, of the supreme command of the armies in Poland and sent to the Caucasus. In order to complete the circle of enemies round Germany and its allies it would be necessary for the British and French to junction across Asia Minor, with the Russian armies in the Caucasus.

It is evident that the war in the Near East must be prosecuted on the same large scale as in the west if final results are to be achieved at an early date. There is also the additional urgency attached to the matter that large Turkish-German armies thrown against the Suez Canal and against the small Indo-British army under General Nixon, now operating victoriously in Mesopotamia would have a dangerous influence on the Egyptian and Asiatic peoples bordering the eastern war zone. Since the outbreak of the war, scores of German agents have been busily engaged stirring up mischief. The testing time for their machinations is now approaching, and it is well for the Empire that Kitchener, who knows the countries bordering the eastern Mediterranean so well, should organise the defence. His work of organisation in Britain is practically complete, and could be carried on by other military experts. When he assumed control of the War Office, it was understood that at any time he might be called upon to take the field on active service. No doubt Lord Kitchener's personal wish is to divest himself as far as possible, from civilian duties, and resume real soldiering. There are big opportunities for a big man in the "near East," and Kitchener's old location is calling loudly for him.

Because they do not feel the same discomfort in the warm weather that they do in the cold, many people, who would not dream of allowing a winter cold to remain unattended to, will neglect a summer cold. No greater mistake can possibly be made, for the consequences are often disastrous. Few ailments lower the vitality of the human system more effectively than neglected colds in the summer months. A person with lowered vitality is always doubly prone to attack by disease. The explanation is simple. When vitality is impaired the organs of the body are unable to perform their functions of casting off effete matter and combating the invasion of those micro-organisms or germs which are responsible for various epidemics and contagions. For example, the germs of consumption may be ward off for years by a person in good health. Let that person, when suffering from a cold, come in contact with the germs of consumption, and the probabilities are that he or she will become an easy prey to "the white plague." When a person has a cold the mucous membrane of the mouth, throat, nose, bronchial tubes and lungs is more or less inflamed and congested, thus forming an easy lodgment for disease germs. It will now be seen how important it is that a summer cold should never be neglected. How often do we hear people say "I caught cold at the beginning of the summer, and it still sticks to me." If you question them you will usually find that they didn't bother to take anything when the colds were contracted. May be, they have allowed the summer colds to run on for a couple of months, and it was not till they found the tickling cough becoming more persistent, and there was a general lassitude coming over them, that they took any notice of the cold. Possibly when they did take notice it was too late; or tuberculosis or other insidious disease may have made such inroads that even the attention of the skilled specialist could be of little avail. Wrecked constitutions are the result, with all hope shut out from life during the few months or years left to the hapless victims. And all because of neglected summer colds. The old adage holds good that prevention is better than cure. The question will naturally be asked, "What is the best thing to take?" The voice of experience answers: "There is no finer dispenser of coughs, colds and throat troubles than HEAN'S ESSENCE. This preparation should be kept in every home, ready for prompt use when the need arises. Mixed with water and sweetening, according to the simple directions sent out with each bottle, Hean's Essence produces a pint of cough syrup which is unsurpassed for soothing and healing inflamed mucous membrane, allaying bronchial distress, dispelling irritating coughs, and destroying bacteria in the mouth and throat. Besides giving prompt relief in cases of colds, bronchitis, croup, whooping cough, catarrh and other chest and throat troubles, the timely use of Hean's Essence affords an effective safeguard against many serious forms of disease. All leading chemists and stores can supply this excellent family remedy; but if any difficulty is experienced in obtaining Hean's Essence in your locality you will act wisely in at once sending for a bottle to the manufacturer, G. W. HEAN, Chemist, 178 Castlereagh-street, Sydney.

NEVER NEGLECT A SUMMER COLD.

THE CONSEQUENCES MAY BE SERIOUS.

Because they do not feel the same discomfort in the warm weather that they do in the cold, many people, who would not dream of allowing a winter cold to remain unattended to, will neglect a summer cold. No greater mistake can possibly be made, for the consequences are often disastrous. Few ailments lower the vitality of the human system more effectively than neglected colds in the summer months. A person with lowered vitality is always doubly prone to attack by disease. The explanation is simple. When vitality is impaired the organs of the body are unable to perform their functions of casting off effete matter and combating the invasion of those micro-organisms or germs which are responsible for various epidemics and contagions. For example, the germs of consumption may be ward off for years by a person in good health. Let that person, when suffering from a cold, come in contact with the germs of consumption, and the probabilities are that he or she will become an easy prey to "the white plague." When a person has a cold the mucous membrane of the mouth, throat, nose, bronchial tubes and lungs is more or less inflamed and congested, thus forming an easy lodgment for disease germs. It will now be seen how important it is that a summer cold should never be neglected. How often do we hear people say "I caught cold at the beginning of the summer, and it still sticks to me." If you question them you will usually find that they didn't bother to take anything when the colds were contracted. May be, they have allowed the summer colds to run on for a couple of months, and it was not till they found the tickling cough becoming more persistent, and there was a general lassitude coming over them, that they took any notice of the cold. Possibly when they did take notice it was too late; or tuberculosis or other insidious disease may have made such inroads that even the attention of the skilled specialist could be of little avail. Wrecked constitutions are the result, with all hope shut out from life during the few months or years left to the hapless victims. And all because of neglected summer colds. The old adage holds good that prevention is better than cure. The question will naturally be asked, "What is the best thing to take?" The voice of experience answers: "There is no finer dispenser of coughs, colds and throat troubles than HEAN'S ESSENCE. This preparation should be kept in every home, ready for prompt use when the need arises. Mixed with water and sweetening, according to the simple directions sent out with each bottle, Hean's Essence produces a pint of cough syrup which is unsurpassed for soothing and healing inflamed mucous membrane, allaying bronchial distress, dispelling irritating coughs, and destroying bacteria in the mouth and throat. Besides giving prompt relief in cases of colds, bronchitis, croup, whooping cough, catarrh and other chest and throat troubles, the timely use of Hean's Essence affords an effective safeguard against many serious forms of disease. All leading chemists and stores can supply this excellent family remedy; but if any difficulty is experienced in obtaining Hean's Essence in your locality you will act wisely in at once sending for a bottle to the manufacturer, G. W. HEAN, Chemist, 178 Castlereagh-street, Sydney.

NEVER NEGLECT A SUMMER COLD.

THE CONSEQUENCES MAY BE SERIOUS.

Appeals Board Selection.

Nominations are invited for the position of "All Grades" Candidate for the Railway and Tramway Appeals Board Employees' Representative.

Nominees must be financial members—all dues paid to the 31st December, 1915, and sign on undertaking to withdraw from the contest if not elected.

All nominations must be signed by two financial members, and close at Head Office, December 13th, at 12 o'clock noon, after which a Ballot of financial members will be taken.

CLAUDE THOMPSON, Gen. Sec.

BRANCH MEETINGS

MUSWELLBROOK.

The initial meeting of the above branch was held at the Muswellbrook railway station on Saturday, 20th November. There was an excellent attendance of members, who were very enthusiastic and determined to make this branch a success. We have started off with twenty-five members which we will increase as we go along. One good feature of the meeting was the enrolment of women gatekeepers. The business of the meeting was the election of officers for year 1915, and nomination of delegate to annual conference. The following officers were selected:— chairman, Mr. R. E. Waiters; vice-chairman, Mr. R. R. Whitton; secretary, Mr. J. Arkell; treasurer, Mr. W. Taylor; committee, Messrs. R. R. Whitton, M. Ryan, Thos. Roughan, and E. H. Staneliffe (all unopposed); collectors, Mr. M. Curtin for Muswellbrook, and Mr. B. Ellis for district.

The nomination of delegate to annual conference resulted in Mr. R. R. Whitton being nominated unopposed. The secretary says:—"I do not think we could have got a better delegate, as he has been a very good worker and was mainly responsible for the re-establishment of this branch. I hope the members will attend future meetings as well as the initial meeting."

The most successful bowlers during the day were Bull (four for 49), Randall (four for 118), Whitfield (three for 52), B. M. Riley (four for 39), Best (one for 5), Sheppard (seven for 131), Norman (three for 33), Smith (four for 61), Walker (three for 41), Andrews (six for 69), and Jesson (three for 30).

The Leichhardt Swimming League's 100 yards handicap on Saturday resulted in a win for P. Bryant in 1min. 17 2-5sec.

W. Ferguson won the Waverley Club's 65 yards handicap at Bronte Baths in 59 4-5sec.

J. Hine put up a good performance in the Manly Club's 100 yards race on Saturday, when he won his heat in 59sec, and the final in 58 4

THE CO-OPERATOR.

PUBLISHED WEEKLY... TERMS TO SUBSCRIBERS...

YEARLY... HALF-YEARLY... EDITORIAL MATTER...

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

Space will be given for contributions and articles dealing with any helpful subject. We will do our best to authenticate all facts sent in...

LEGAL RESPONSIBILITY. Whilst all our business in connection with free services to our readers will be conducted in good faith...

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

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

THURSDAY, NOVEMBER 25, 1915

EDITORIAL NOTES.

The large attendance at the mass meeting held at the Trades Hall last week, and the earnestness displayed by the different speakers, the majority of whom related their personal experiences, provided abundant proof of the truth of our contention that the railway and tramway men have every justification for entertaining feelings of bitterness and discontent in regard to their working conditions. In point of fact, no body of workers in the State have suffered to the same extent as have the low-paid men in the railway and tramway service, through the war and the conditions it brought about. Before the crisis many thousands of them were vainly endeavoring to eke out a livelihood upon a wage that was recognised by everyone to be below the standard at which a man could provide the necessities of life for himself and his family. When the war broke out there came the suspension of the Wages Board sittings, and a rapid rise in the cost of living, and the underpaid railway employee was left wholly stranded on the barren rocks of poverty, and cut off from any hope of assistance. Bad as his case was, it was further aggravated by the action of the Railway Commissioners, with the approval of the Labor Government, in instituting the short time system, by which he was obliged to lose twelve hours per period. In this manner were the Commissioners able to reduce expenditure and lessen the debit balance that was regarded as inevitable as the result of the changed conditions. The lowest paid men in the Service were made the victims; the savings made at the expense of the poor; upon the shoulders of those least able to bear it was placed the burden of bringing the railways through a crisis with a minimum amount of loss. And while these men were ground in the dust, and their families placed on short commons, and in many instances deprived of comforts they had been accustomed to, the higher paid officials received increases. When it seemed as if the burden was to be lifted by the removal of the embargo on Wages Boards, the railway men were flung back into the slough of despondency by the announcement that the Railway Boards were still to be under the embargo. This meant that the employees of the Government—and a Labor Government at that—were treated far worse than were the employees of private enterprises. The nature of the speeches delivered at the meeting and the spontaneous manner in which the hundreds of men present applauded the points that were made, showed clearly that their patience and forbearance is almost exhausted; that another turn of the screw may result in arousing active resentment. If their legitimate demands are to be ignored, if the doors of the legal tribunal, which was brought into existence for the purpose of adjudicating upon their claims, are to remain closed to them, their only alternative is to act for themselves. They ask for bread. The Labor Government gives them a stone, and the Labor Government will be responsible if the stone is used as a weapon and hurled back at it in sheer desperation. What is exasperating and what aggravates the irritation and discontent of the railway employees is the persistent manner in which the Commissioners endeavor to prevent their employees from obtaining increases. No expense is spared in the employment of legal talent for the purpose of baulking and delaying and postponing the efforts of the men to obtain redress. Every obstacle known to legal experts is placed in the way when claims are lodged, and the men have to fight every inch of the ground and incur expenses they can ill afford, and to wait for weary months before they can secure a decision. They are beginning to realize that the game is not worth the candle, and to look around for some other method to secure their demands. The arbitration method of redress has proved an utter disappointment, and railway men are beginning to realize that to ensure a proper recognition of their rights, and to make it possible for them to secure fair working conditions, they must organize themselves into one powerful union. That should be the objective of every man in the Service. The Amalgamated has for years been endeavoring to spread the gospel of the big union among Service men,

and although the object has not yet been attained, the idea is surely gaining acceptance, and crises like the present will do much to prove the utility of depending upon anything else. Arbitration Courts, Labor Governments, craft organisations all have proved to be broken reeds. The men must learn that they must depend upon themselves if they would improve permanently their positions. As long as they allow themselves to be split into warring factions, so long will their employer and exploiter continue to keep their noses to the grind-stone. If any further proof is required of the legitimacy of the discontent amongst the low paid Service men, the decision of Mr. Justice Heydon, delivered on Monday last, will provide it. In February of 1914 he laid it down as a principle that wages should synchronise with the cost of living; that the living wage should go up and down with the Commonwealth Statistician's tables on the changes in the purchasing power of a sovereign. In announcing this decision, he stated that he had found a means by which the basic wage could be ascertained at any given period. It is quite easy to understand that wages cannot be gauged by the face value of the coin in which they are paid, and that the real value of wages is their purchasing power. This is too obvious to need repetition. Mr. Justice Heydon's decision was, therefore, sound, and the rule he made has been applied to some extent in decisions that have been given since. It is now pointed out that when the minimum wage for the laborer was fixed at forty-eight shillings, it required twenty-three shillings and sixpence to purchase what twenty shillings would have purchased a few years before, or in other words, a sovereign was, compared with a few years before, only worth seventeen shillings and sixpence. Since then the purchasing power of the sovereign has declined still more, and, according to Mr. Knibbs, it is only worth eleven shillings and eleven pence. This means that the laborer drawing the minimum wage of forty-eight shillings is getting considerably less than he was in January of 1914, for at that period each sovereign had a purchasing capacity of seventeen shillings and sixpence, whereas at the present moment each sovereign that he receives will purchase goods to the value of eleven shillings and elevenpence only. This rapid increase in the cost of living seems to have given Mr. Justice Heydon a shock. He discovered that if he has to apply the rule that he made in 1914, that wages should automatically follow Mr. Knibbs' statistical tables, the minimum wage for the laborer at the present time must be no less than three guineas per week. This is described by the judge as "an alarming situation," and he reverts to his former judgment, remitting the matter to the Government for consideration. Mr. Justice Heydon thinks it "will increase the wage bill of the community" and "increase unemployment." When the minimum wage standard was fixed it was understood to represent a sum that would enable a laborer and his family to live in a reasonable state of comfort. What possible reason can be adduced to cause any reduction in this standard? The balance sheets of our industries show profits maintained and the governmental undertakings healthy revenues. Is it any wonder then, when the worker is familiar with all this, that he is full of discontent?

It is rather hard to see the justification for the attack made upon Mr. Gardiner, M.L.A. for Newcastle, and the charges of disloyalty and "treacherous double dealing," by the Premier in the State Parliament last week end. The remarks of Mr. Gardiner were based upon facts well known to everybody, and have been dealt with in these columns time without number during the past eighteen months. Indeed it seems remarkable that similar criticism has not been indulged in long ago by members of the Labor party, unless they conceive any criticism of the Government to be disloyal. And if any adverse review of the administration of great public departments or other form of governmental activity, especially when the interests of the workers are concerned, is held to be disloyal and treacherous, then the only thing that can be said is

that those holding such views are a long way out of touch with those who sent them to Parliament, and they constitute themselves mere place holders. What is there false about the utterances of Mr. Gardiner? Every employee of the Chief Commissioner can endorse the statements made regarding the railway department, and if all the rest of Mr. Gardiner's remarks were incorrect, there is still sufficient to justify the speech. It would appear, however, as though other workers are ready to endorse the statements made, if the reports of the attitude of the unions can be accepted. For we have a number of union resolutions appearing in the press, upholding the sentiments expressed. If Mr. Holman really holds the view that Mr. Gardiner is a "treacherous double dealer," and a disloyal party man, simply because he feels impelled by his duty to the wage-earner to resist and disagree with any penalising of the working class, the sooner Mr. Holman tests the matter before Mr. Gardiner's constituents, or for the matter of that, before the workers of any other electorate—the sooner will not only Mr. Holman, but every other member of the Labor party understand what is due to this class.

IRONWORKERS' ASSISTANTS' AWARD.

MR. GODFREY'S VIEWS.

Referring to the Ironworkers' Assistants' award (No. 14) and the fact that the claims have been lodged by the Amalgamated for an increase in the Service, the secretary of the Newcastle No. 10 branch says that it does not matter which union secures the award, but it matters a great deal which one fights for an extension of the increase to the men in the Service, and in this connection he says that the Amalgamated is the only union that does so. No other union, he goes on to say, fought for full time for the men as did the "All Grades." Not only did it fight for full time for its members, but also for members of other unions, even for those unions that failed to assist their own men. Mr. Godfrey thinks that the men should show their appreciation by getting rid of their prejudices about craft unionism and sectionalism and joining the Association, which fights for better conditions for every man in the Service. There are, he says, no aristocratic unionists in the Amalgamated; its aim is to make men out of the boys and better men out of the men. Mr. Godfrey thinks that every employee of the Commissioner should belong to the "All Grades" union, that most of the leaders of the sectional unions know that the Amalgamated is the best but are afraid that they will lose their positions; that amalgamation could be brought about by the men themselves, and that the time was never more ripe for it. Service

THE NEW ZEALAND RAILWAY SUPERANNUATION FUND.

BALANCE OF £346,156.

The New Zealand Superannuation Board's annual report shows that the accumulated amount standing to the credit of the Government Railways Superannuation Fund on the 31st March was £346,156, an increase of £59,686 over the balance at credit on the 31st March, 1914. The total income for the year was £138,829, and the outgoing £88,143. Of the latter sum, £77,936 represented payments to 916 members of the service retired voluntarily or by reason of being medically unfit, 212 widows, and 221 children, dependents on deceased contributors to the fund, who had not retired on superannuation at the time of their death. The income from actual contributions of subscribers amounted to £75,923, while the charges on the fund were £79,956. The total contributions were, therefore, £4913 short of the liabilities. The receipts are, however, supplemented by the Government subsidy of £25,000 per annum and amounts accruing from interest on funds invested and fines imposed under the Railway Regulations. These amounted last year to £13,795.

Senate Labor Election.

The Haberfield branch of the Political Labor League, submits the following facts in support of the candidature of Mr. Joseph Farrar Coates for the consideration of fellow members and unionists:— Mr. Coates is a vice-president of this branch, and is president of the Ashfield State Electorate Council. In 1910 he did good work as Labor candidate for Bathurst and at the following election, the task of Mr. Durack in contesting the seat was made much easier. Mr. Coates was then unable to contest the seat, having to undergo a painful facial operation. "No man is more popular throughout the country as the following press criticisms indicate:— "A native of Bathurst, which has given to the State more than one of its most brilliant politicians, Mr. Coates has always been a man of unswerving devotion to the principles of democracy, and of unbounded faith in the possibilities of the nation which gave him birth. In a word, he has always been a staunch Laborite and a true Australian. Although he has yet to make his debut as a legislator, he has long been prominently associated with the two bodies mainly responsible for the moulding of public opinion as we know it today, namely, the Labor League of New South Wales and the Australian Natives Association. At the various Annual Labor Conferences, which he has attended, his eloquent addresses and convincing arguments have commanded the greatest respect and attracted the strongest impression. "An evidence of the confidence his fellow delegates have in him is supplied by the fact that, with the late Mr. J. L. Trefe, he was a member of the committee, chosen to draft the Labor Party's land proposals. It might also be mentioned that it was he who framed the resolution at the 1911 conference requiring the election of State Ministers by Caucus. Mr. Coates has so far made only one attempt to get into Parliament. This was for Bathurst at the 1910 State elections, and, although he was not successful he put up a magnificent

fight and paved the way for the winning of the seat over to Labor by Mr. Durack at the subsequent appeal to the people. He was prevented by ill-health from contesting the seat himself on this occasion, but, with that unselfishness and loyalty to party, always characteristic of him, he cordially supported the candidature of Mr. Durack and did all he could to ensure its success.

"Few men outside the magic portals of the State and Federal Houses of Parliament, are better or more favorably known in the political world, or more popular with an extensive circle of friends. Joe is one of those good fellows who are foremost in every movement for the good of humanity, and many a time and oft, has he helped lame dogs over stiles."—"Temora Independent," 16/10/15.

THE MELBOURNE CONFERENCE

The president of the Amalgamated, Mr. E. D. Campbell, and Mr. V. Kavanagh, vice-president, left Sydney to attend the Conference of Railway Unions in Melbourne, at the beginning of the week. They expect to leave the Victorian capital on Tuesday night next. We hope to be able to publish a report of the proceedings in the next issue of the "Co-operator."

the Homeland, a few years ago. In short, he is a type of man, who, in Parliament, should be a credit not only to himself, but to the people who send him there."—"The Cumberland Times," 30/10/15.

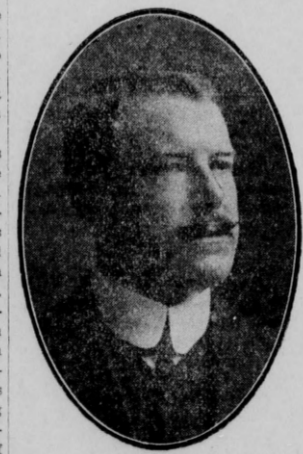
"Mr. Coates is a young Australian, possesses plenty of talent, a splendid speaker and a keen debater. No Labor politician has a wider knowledge of politics than 'Joe,' and there are few who can explain them as lucidly and as brilliantly as he."—"Bathurst National Advocate."

"Mr. Joseph Coates is a fluent and forcible speaker, and, besides having an intimate knowledge of politics, has had a sound business training, which would be useful to him in the Senate, especially when the tariff is under consideration. It is hoped that Mr. Coates will secure the selection; men of his calibre are badly needed in our National Legislature."—"Railway and Tramway Record."

"One of the most capable of the candidates is Joseph Farrar Coates. He is a talented young man, who possesses abilities and other qualifications that ought to make him a favorite in the selection."—"Truth," 31/10/15.

"He is a good Australian and a capable platform orator."—"Sydney Bulletin."

"Mr. Coates has always been a tower of strength to his party."—"Cobar Western Age," 3/11/15"



MR. JOSEPH FARRAR COATES.

As a platform speaker, Mr. Coates is well-known throughout the city and the more important centres of the State. Eloquent of tongue, and possessing a pleasing style, and of attractive personality, he has been in much demand at various State and Federal elections; also during the different referendum campaigns, and his addresses, invariably listened to with sympathetic attention, have always apparently not been without substantial effect. Mr. Coates is only a young man—in the mid-thirties—and his comprehensive knowledge of Australian social and economic conditions, is supplemented by a first-hand acquaintance with the position of affairs in England, gained as the result of a close personal investigation during a visit to

CITY COUNCIL.

SELECTED LABOR CANDIDATES.

The following gentlemen have been selected to run in the forthcoming city council elections as endorsed Labor candidates:— D. Gulhen (Belmore); John Farrell (Bligh); Messrs. R. D. Bramston and J. Culbert (Camperdown); Professor Joseph Addison and Mr. A. Vernon (Cook); Mr. T. J. Tyrell and Mr. S. Bowen (Denison); Messrs. W. Clapham and R. B. Carmody (Fitzroy); Messrs. T. S. Crawford and S. T. Davoren (Flinders); Messrs. W. O'Connor and W. P. Fitzgerald (Gipps); Hon. R. D. Meagher, M.L.A. (Phillip); Aldermen M. Burke and J. McGree (Pyrmont).

ARREARS OF SUBSCRIPTIONS.

In the Chief Industrial Magistrate's Court yesterday the general secretary, Mr. Claude Thompson, proceeded against four members of the Amalgamated for arrears of subscriptions. In two cases, those of Seage and Knight, the defendants settled the matter out of Court by fully paying up their dues. In the case of T. Kane, defendant succeeded in showing that his resignation had been acknowledged by Head Office during the absence of the general secretary, and without his knowledge. The consequence was that a verdict was recorded against the association for £1 1s. and 9s. 6d. witness' expenses. In this case the defendant did not put in an appearance.

EXECUTIVE MEETING.

THE PROPOSED STOP-WORK MEETING.

At a meeting of the Amalgamated executive, held on Tuesday night last, the question of holding a stop-work meeting in accordance with the resolutions passed at the mass meeting last week was considered. It was decided that for the present the proposal shall not be carried into effect.

JUBILEE RECEPTION.

The General Secretary of the P.L.L. notifies that the Premier and his colleagues will hold a reception at the Town Hall to-morrow at 8 p.m., to which all members of the P.L. League and the affiliated unions, and their families are invited. The General Secretary points out that it is impossible to send an invitation to each individual member of the league and unions, and requests us to make the invitation public. Music will commence at eight o'clock, and light refreshments will be served at half-past nine.

THE STATE AS A RETAIL BUTCHER.

The first State-owned meat shop in Queensland was opened a few days ago in Brisbane. The conditions are said to be really ideal. From Redbank the meat is brought to Roma Street, and carried a few yards to the freezing chambers, from which it is taken into the shop and sold to the customers. The two large cold rooms right next to the shop are quite an innovation, and enhance the facilities for the satisfactory distribution of the meat in a wholesome condition. It is not unusual for small cooling chambers to be installed, but the freezing room alone at the State Butchery holds forty tons of meat, and is next to the shop. Eight hands have been engaged. Only frozen meat will be sold, but the public know what they are getting. They are not given reject meat for frozen, and frozen for fresh, and the prices charged are considerably lower than those hitherto demanded by the master butchers. If the outside firms reduce their prices accordingly it will merely prove what has all along been asserted, that the public has been bled by private enterprise. If the outside shops do not reduce their prices and the State shops can undersell, it will prove the same thing.

MEMORIAL TO MR. H. RICHARDSON.

A mass meeting of railway men was held at the Hornsby Railway Institute to consider the suggestions made by the local branch in the matter of a tribute to the memory of the late Mr. Harry Richardson, Railway Commissioner. It was decided to erect a monument over his grave, the amount to be raised by shilling subscriptions. Lists have been opened throughout the railway and tramway services, and country centres are also to be asked to assist the project. A working committee of twelve has the matter in hand.

RAILWAY AND TRAMWAY WAR FUND.

We have received from the secretary statements showing the subscriptions received and allocated by this fund for the month ending 23rd October, as follows:—Subscriptions, £1074 11s 2d; balance and interest, £39 15s; total, £1114 6s 2d; which was allocated as follows:—To the maintenance of three Netley Huts, £240; Citizens' War Chest Fund, £409; Allies Day, £250; Tramway Contingent's Comforts Fund, £100; Christmas comforts for railway and tramway men in Egypt and at the front, £100; widow of railway man killed in action, £10; balance, £14 6s 2d. The balance-sheet for the half-year, which is signed by Mr. P. G. Pring, hon. auditor, shows that the subscriptions total £10,327, the whole of which, without any deduction for any cost of management, stamps, stationery or other charges, has been allocated to the various funds. The maintenance of the huts at Netley took £1860, the Red Cross £1700, the Chamber of Commerce War Fund £990, the Belgian Relief Fund £1290, Polish Relief Fund £150, Australia Day Fund £2048, and the Tanned Sheepskin Clothing Fund £700. The auditor lays special stress on the point that no expenses for the administration of this fund have been charged against the receipts. The hon. secretary, Mr. C. A. Hodgson, points out that the number of subscribers both on the salary and wages staff is falling considerably, and many deserving funds cannot be assisted as fully as the committee desires. The secretary says that it is hoped the set-back will only be temporary, since the need becomes every day more pressing.

KEEPING TRACK OF PROMOTIONS.

A DIFFICULT JOB.

The Department is experiencing a considerable amount of trouble, in keeping track of the promotions amongst railway and tramway men at the front. The necessity to have some knowledge of this lies in the fact that, the Department is paying the difference between the military pay, and the departmental pay, and upon the men being promoted the difference is at once effected on the side of the Department. The Department expects that the man or his dependents who draw the difference, should at once notify any promotion, but finds in actual practice, that this is not being done in many cases, and it is only through the announcements of promotions in the papers, that the Department is able to secure any knowledge of them. The Defence Department is not supplying the Department with regular lists of promotions, and it is finding it very difficult to deal with the matter when the proof from official channels is not available. In some cases where the Department has secured information in regard to promotions, the amounts available to the relatives, have been withheld, since the military pay was higher than the men received from the railway Department. In many cases, however, it has been found that the relatives are either ignorant of promotion or are not prepared to admit such. The department has now decided upon action in the matter and circulars are being distributed amongst the relatives of employees on active service in which it is stated that when the men return from the war and report themselves at their old stations they will be asked to present their certificate of discharge, together with the dates and periods of various promotions. If it is found that the department has paid out a greater sum to the dependents than it agreed to do, the employee will be asked to refund the amount. Should he refuse he will, it is stated, be dismissed from the service, and other steps will be taken to satisfy the department's claim. It is said that in many cases considerable sums will have to be repaid, and the department asks whether dependents think it a wise proceeding to withhold information.

CENSURE FOR RAILWAY OFFICIALS.

Delivering his verdict at Parramatta on Tuesday last in connection with the death of the late Mr. W. J. Murray, who was found cut to pieces on the railway line at Auburn on October 28th, the Parramatta District Coroner found that Murray died from the effects of injuries received from being run over on the railway line at Auburn. How he came to be on the railway line the evidence did not enable him to show. He added a rider as follows:—"I think that Porter Plovers ought not to have put up with the train at Flemington. Being under the influence of liquor, deceased was not able to take care of himself, which was well known to the porter, because he is young. He treated the deceased with kindness, and I believe he acted with the best of intentions. As to Guard Neale, the case is different, and I think there is no excuse for his conduct. The deceased was practically placed in his charge. He knew deceased was under the influence of liquor, and he ought to have placed him in the care of the guard of the train, or at least he ought to have interested the other passengers in the carriage in regard to him."

DARLING HARBOR RECEIVING HOURS.

Some weeks ago there was some trouble at Darling Harbor on the subject of overtime and the men, it will be remembered, submitted resolutions in which they protested against the system then in vogue of working overtime, and afterwards being compelled to stand off in order to make it up. It appears that satisfactory arrangements have been made, and that the men are no longer asked to continue this practice, as the need for it has been avoided. Previously goods were received at the yard from 8 a.m. to 4 p.m. from Monday to Friday, and on Saturday from 8 a.m. to 12.30. Under the new arrangements the hours for the receiving of goods are 9 a.m. to 12. The men who used to go on at 8 in the morning to open up signed off at 5.30, but under the new arrangements all the men came on at 9 and finish up at 6.30. By starting at 9 o'clock about twenty-five more men are left in the evening to finish the work. Under the old system those men who signed on at 8 a.m. would go away at 5.30. In this manner the necessity for the men working overtime is avoided. On Saturday the gates open an hour later and close half-an-hour earlier, by this means one and a half hours are saved on that day. Darling Island is open at 8 on Saturday for full loads, but this does not affect the men at the Harbor.

PERSONAL.

The death is announced of Mr. Willis, stationmaster at Emu Plains, at Lewisham Hospital. Mr. Willis had not been in good health for a long time.

Secretary Worrall, of the Taree branch, reports that Mr. Jack Willis has returned to duty after his holidays, during part of which he was ill; but now he looks quite fresh again.

Pumper George Fishburn, of Wauchope, is now away on his holidays and has joined the ancient and honorable order of Benedictus. Gordon Balfour is relieving at Wauchope.

Mr. H. H. Paton, who has been fitter-in-charge of the loco, department at Moree for the last eighteen months, has been promoted to Albury. Before leaving Moree he received a presentation and send-off from the local members of the railway service, when he was presented with a gold watch as a memento of his stay in that town.

Guard Harry Service, who lives at Rhodose, fell from a carriage at the Tempe railway station on Monday and sustained a fracture of the left leg. He was taken to the Sydney Hospital.

Mr. F. E. Allen has been appointed to the position of stationmaster at Grafton. Mr. Cade, acting Inspector, Lismore, takes up at Byron Bay, vice Inspector Hogan.

Mr. Goddard, S.M. at Bethungra, is to unload his C van at Orford.

Mr. Ralph (of Emungorie) and Mr. Kerslake (of Stockingbingal) have exchanged places. Night Officer Sullivan, of Junee, labels his bundles for Carathool, and Kelly treks from Carathool to Bethungra.

The Harden loco, division roll-call of the men sent to the front is as follows:—Drivers George Masters (ill in hospital), Charles Ross (missing), Firemen G. H. Brown, Harry Doggerell, Fred Perkins, Ewan Warner (wounded), Dave Walker and E. A. Waters (missing); cleaners Bruce Abbott, O. Duprez, James Foran, W. F. Hollingsberry, R. Hickson, Herbert Matthews, William Lohie, Fred Spencer, E. Wenneroon, S. Worland (wounded), Rich Bridge-man, Joseph Hepper, Charles McKenzie, Robert Selwyn and Tom Wright (missing).

Mr. Verdon, late stationmaster at Orange, has been appointed acting assistant district superintendent at Eskbank. He has had about thirty-five years' experience, and his promotion was not unexpected.

The Werris Creek "Chronicle" states that Mrs. Edwards, wife of the late E. M. Edwards (secretary of the local branch of the "All Grades," whose death was recently reported) and her family of five children have left for South Australia. The railway authorities granted a pass to the Victorian border. Several ladies provided some comforts for the long journey, and Mrs. Edwards expressed her great appreciation of the very many tokens of sympathy and kindness shown her since the death of her husband. The Amalgamated Executive donated £3 2s towards the assistance of Mrs. Edwards.

Word has just been received in Armidale from military headquarters to the effect that Private Arthur Edwards, formerly a clerk in the employ of the Armidale Railway Service, was killed at Gallipoli on the landing in April. The private's name has been several times mentioned in letters received from the front from those who knew him, and who expressed the opinion that he was killed, but as no official intimation was to hand there was a doubt as to whether he had fallen.

APPEALS BOARD ELECTION

CIRCULAR TO BRANCHES.

An election of a representative of the employees on the Railway and Tramway Appeals Board will take place in January, 1916. It was decided at the last executive meeting to invite nominations for the position of "All Grades" candidates to contest the vacancy which will occur by effluxion of time. Nominations must be in my hands not later than Monday, 13th December, 1915, at 12 noon. All valid nominations received will afterwards be submitted to a ballot of financial members. All nominations must be in writing signed by not less than two financial members of the Association, and all persons nominated must give their consent in writing and also give a written undertaking to retire from the contest should he not be selected. All persons nominated must be financial members of the Association. A financial member means a member whose dues are paid to 31st December, 1915. As the time is short, branches and members are urged to deal with this matter as may be deemed best.—Claude Thompson, general secretary.

MASS MEETING OF AMALGAMATED MEN AT THE TRADES HALL.

(Continued from page 1.)

into Parliament; they had failed miserably in this respect. It was, in his opinion, waste of time to continue to wrangle and squabble about putting men into Parliament. No one could better the condition of the workers but the workers themselves, and they should stand out for a shorter day and so find room for others and solve the unemployed problem. He advocated direct action by withdrawing a certain amount of efficiency. The "boss" should be hit in the pocket-book.

Mr. Cox, Redfern, spoke on behalf of the carriage cleaners. There were 248 engaged in this work, and not 75 were receiving 8s 6d per day. It was the most unhealthy work in the service. Not only had they to breathe the dust in dirty carriages, but they had to stand the fleas. (Laughter.) They were the worst treated men in the service and received 8s per day. How could they keep a home on that? They also had to clean out lavatories, and only recently four men were put off because they refused to go underneath the carriages and clean up the excrement. The men were never healthy, and went home like dead dogs.

The Chairman said that it might be asked who was going to clean up under the lavatories, and he said, "Who but the per way men?"

Mr. Millwood, Randwick shops, said it seemed that they all had the worst job in the service. He advocated direct action on the job in similar terms to those given expression to by a previous speaker. He understood that Mr. Bavin was paid £5 an hour to tell them that 8s per day was enough to live on. He thought that the conditions here, with a so-called Labor Government, were the worst in the world. The only way out of the difficulty was to shorten the hours of labor. He advocated industrial unionism and direct action.

Mr. Wright, of the Interlocking branch, said that no men in the service were treated worse than the interlocking men. At five minutes' notice a man was required to pick up his swag and go away, and he got one shilling per night extra to keep himself and his family. Nothing new had been said by the various speakers. They all knew the facts to be true, but the difficulty appeared to be to get the men to move. Even at the branch meetings it was difficult to get the men to attend, and he had never seen a crowd of them together such as he saw that night. It was a surprise party to him. Referring to the Hornsby branch and its attendance of six, he hoped that in the near future it would be 600. (Applause.) He thought that if every man helped, the Amalgamated could be made the biggest union in N.S. Wales. They were confronted with a world's crisis, but if they received good wages, they would have a bit to spare for the Allies and for their own men when they came back, which, God willing, they would do.

The resolution, which was moved by Mr. Boys, and seconded by Mr. Munro (Sydney branch), was carried. The terms of the resolution was as follows:— "That we, the members of the Amalgamated Railway and Tramway Service Association, hereby make a demand for the immediate resumption of the sittings of the Railway and Tramway Group of Boards."

The general secretary (Mr. Claude Thompson) said it was as well for them to be fortified by a large meeting, such as they had that evening. If they made a united stand they might not, it was true, get an immediate remedy, but they would secure the attention that they were justified in claiming. If it was known that they were unanimous he was sure that this dragging and delay, which was caused by lawyers, would come to an end; otherwise, they would most likely be stalled off until after the vacation. They were up against lawyers that could talk for ever and hang the matter up indefinitely, and if the Chief Commissioner appealed against increases it was safe to say that they need not expect to see results until after the vacation, which meant until March next. The position was more delicate than ever he had known it to be before. He had placed the matter repeatedly before the Department, and now it was for them to present a united front. Their executive wanted an amicable settlement of the question, if that were possible, but the Service was seething with discontent, and every one of the men concerned had a legitimate grievance that required immediate attention. He thought that the Commissioners would come to the conclusion that it would be useless to longer evade the demands of the employees.

Mr. Kearney, Darling Harbor, moved the following resolution:— "That this mass meeting of members of the Amalgamated Railway and Tramway Service Association demand the immediate redress of grievances." He said that he considered it far from an honorable thing that they should have to be present in such

large numbers to pass resolutions of this character in a country in which a Labor Government was in power. It was a disgrace to have to acknowledge that Government employees should have to scramble for sufficient to live upon. Men like Lloyd George told them that it lay with them whether the Empire came out successful in this war. He (George) said they could win the war by the aid of the workers, but not without that aid, and yet the workers here in this State were left to scramble for a crust of bread. He believed it was high time they put up a protest against this kind of thing. It was up to them to be unanimous and to lay down tools as a protest against such unfair conditions. The time had come for them to put their shoulders to the wheel and lift together. The industries of the world were working at high pressure, yet there were thirteen millions of men fighting in Europe. What would the conditions be when these millions returned to industrial pursuits? The only way to solve the problem would be to shorten the hours of labor. The industrial conditions today were no better than they were fifty years ago; if anything, they were worse. Fifty years ago they were advocating an eight-hour day, and it was not yet legislated. They were still haggling and wrangling over it. It was useless to look to the politicians for aid. They had been tried, and had proved to be failures. The problem could not be solved by anyone outside the workers themselves. The railway men had a fair share of intelligence, and the officers of their association had done their best to help them, but more could be done if the men were completely organized. It was all very well to say that Jack was as good as his master, but that, in his opinion, was an insult to their intelligence, because, if true, such a phrase could not be used at all. Those who said these things were only doping the workers. It was said that they enjoyed British freedom and justice, but it had come to a question of the interpretation of laws, rather than the making of them, and those to whom was given the task of interpreting them were not of the same class as the workers. The latter produced the wealth and were still obliged to be satisfied with the crumbs from the table of the employing classes. Labor members and ministers, as soon as they became such repudiated the class from which they had sprung, and refused even to receive them, as the chairman had pointed out. These men became but the mediators for the capitalist class. They were the punch and judys for that class. True, there might be some good class-conscious men among them, but it was a fair rule to judge a man by the company that he kept. The men should be prepared to act together, and to back up their protests by natural and forcible means.

Mr. Simpson, signal branch, said he received 8s. per day as a laborer, and had to keep a wife and children. Justice Higgins had said that 8s. per day was sufficient to keep a family. (Members: No, Heydon.) Well, whoever said it didn't know what he was talking about. Eight shillings a day did not keep him, and nothing odd will like it. Someone had said that poverty had driven them together that night, and by God it was true as far as he was concerned. He had to eat bread and fat, and drink tea with no sugar, and he thought they were a lot of fools to stand it. Where he worked some men got 8s. and some 8s. 6d. and they did the same work. Others did a bit less and got 9s. (Laughter.) He would be wise for them to talk less and act more. Like so many others in the service the only way he could live was to have two jobs.

Mr. Yates supported the motion, prefacing his remarks with the announcement that he did not believe in the Arbitration Court. After referring to the condition of the workers in England, and stating that similar conditions would come to Australia, he mentioned that during the last fortnight there had been eight or ten strikes, which was proof that the Arbitration Court was no good to them. They would never get any good out of it, and yet they had allowed their Executive and General Secretary to go round to branches and preach this trash to them. If they succeeded in getting more judges to sit they would get lower wages because all the expense of the Courts come out of the hides of the workers. It was, as others had said, no use to put their faith in politicians. The speaker also referred to the heavy fees charged by lawyers that appeared in the Arbitration Courts.

The Chairman referred to the difficulties confronting them that had to try and keep their families on 8s per day, and he asked how a widow could be expected to keep herself and three children upon 30s per week and a free house. The traffic wages board did not apply to such cases. He contended that they required the same conditions that obtained in New Zealand, where the

Amalgamated was the only union recognised by the Government. They should be organised into one body, and then they would have the power to press their demands for the redress of grievances. In New Zealand the higher paid men had assisted their comrades that were being paid a less wage by refraining from asking for increases until the wages of the lower paid men were increased. (A member: "That will never happen here.") The wages of the lower paid men were increased to 9s per day, and any junior who married was immediately granted the 9s, no matter what his previous wages were. He suggested that the meeting might appoint a deputation to wait upon the Commissioner and place the facts before him. He believed that the Commissioner was fully alive to the conditions existing in the service. If they got no satisfaction then the action suggested by some of the speakers would be doubly justified. He hoped that they would not be satisfied to merely go away and leave the matter with the Executive.

A member wanted to know what was wrong with having a stop work meeting at the shops and the men going down with the General Secretary. He said they did not want Mr. Bavin or lawyers. If the Commissioner realised that there were upwards of 17,000 of the employees behind the General Secretary he might be persuaded to do something in the direction they desired. He could not agree with direct action in the form of sabotage because he believed that every job had to pay for itself, and if it didn't then someone had to pay for it, and that was the worker. The Randwick men would probably be out on Monday. He was a tradesman, and personally it didn't matter to him whether the 8s per day men got more or not, but he realised that it took as much to keep a man and his family, whether he was a tradesman or a laborer, and he thought all should receive the same pay.

Mr. Kavanagh moved that a deputation be appointed by the meeting and report upon the matter that night week. (A member: Too far off.) It was no use to be satisfied with forwarding the resolutions in black and white. A deputation appointed by the meeting could give them to understand that the railway men were at last awake. Although the meeting was a large one, he did not think it was large enough. It should, by right, be so large that it would have to be held in the open air.

Mr. Munro seconded the resolution. Mr. Kearney moved the following amendment:—

"That all motions carried be forwarded immediately to the Chief Commissioner and to the Government, and that seven days' notice be given to the Chief Commissioner and the Government, that in the event of non-compliance with the demand for the resumption of sittings of wages boards, a stop-work meeting of all members throughout the State be called by the executive."

In moving the amendment he referred to the promise made to the men at the time of the Darling Harbor strike, that a Royal Commission would be appointed, and that its recommendations would be incorporated in a short Act, but that promise, he said, had not been kept, and at the last P.L.L. Conference the Premier said that he knew nothing about it. Was this sort of thing going to go on for ever.

Mr. Weldon seconded the amendment, which was carried almost unanimously.

The chairman thanked the members for their attendance, and the meeting closed.

FULL PAY FOR TIME OFF.

ANOTHER "ALL GRADES" SUCCESS.

In June last the general secretary, instructed by the Amalgamated executive, brought under the notice of the Chief Commissioner, the case of Mr. W. W. Metters, car and wagon examiner, Darling Harbor. It was explained that on the 5th February last, while Metters was discharging his duties at Darling Harbor he was kicked by a horse drawing a military wagon. He was examined by Dr. Lane, and found unfit to follow his usual occupation, and it was not until the 5th March that he was able to resume his employment. He applied for full pay, as the injury was not caused by his own negligence, but was informed by his immediate superiors that no payment whatever would be allowed, and that he must apply to the military authorities. A witness named T. Ainsworth, who was present at the time, could testify that whilst Metters was oiling the boxes the horse attached to a military wagon lashed out and caught him on the leg. The association was of opinion that Metters' case was on all fours with that of any other employee who is injured while on duty, and that it seemed unfair that he should be referred to the Defence authorities, seeing that the Defence authorities, as far as the Department was concerned, were in

precisely the same position as that of any other consignee who brought goods or took goods from Darling Harbor. It was understood that Metters wrote to the Defence Department, but that nothing came of it. The association hoped that the Commissioner would allow Metters full pay while off duty through the accident, and the Department could then take what action might be deemed appropriate against the Defence authorities.

On the 3rd inst. the general secretary received the following reply from the Chief Commissioner's office: With reference to previous correspondence, relative to the case of W. W. Metters, car and wagon examiner, Darling Harbor, I am directed to inform you that reply has now been received from the Defence Department, intimating that approval had been given for the payment of £2 16s. 5d. to Metters in connection with injuries sustained by him on the 16th February last. This, together with the amount of £2 16s. 5d., already allowed by this Department, is equal to full pay for the time he was off duty owing to such injuries.

ONE BIG UNION. WORKING CLASS UNITY.

TO ABOLISH SLAVERY.

The one great necessity of unionism in Australia (says the Brisbane "Standard") is the immediate linking up of all the unions now existing. Until this is achieved, until through the various stages of affiliation, amalgamation, and final emergence into the One Big Union have been attained, nothing of any tangible and permanent good to the worker can result.

The urgency of the hour is for all unionists to devote their energy, enthusiasm and organization to the most speedy and effective methods to bring about this result. Accepting the basis of working-class organization as the great essential of future progress, what must be the acknowledged purpose of such organization? Is it to be merely the acceptance of Arbitration Courts and wages boards findings for a legalised apportioning of the wages that the worker shall be allowed to retain as his share of the wealth that which he produces? Or is it to be the abolition of the present wage system, and its replacement by a system of society where the worker will receive that to which he is entitled—the whole results of his labor?

There should be but one answer on the part of the worker to these questions, viz., that they will refuse to accept any system of production that enables a non-producing section of the community to levy toll upon the producers, that withholds from the worker any part of that which he produces.

If these premises are accepted by the workers as the basis of their organisations—and one may safely assert that this is the world-wide creed of the tolling mass—what then are the unions doing to achieve this result? Instead of making the attainment of this object the one great fundamental of all their activities, to which everything else is subservient or at most only a means to the end, are they not rather devoting practically all their power and energy to the palliation of the present system of exploitation, by means of arbitration and wages boards, which in the ultimate, however successful, apparently, barely enable the worker to resist encroachment of the employers?

Is it not about time that the unions seriously considered the injustice and hopelessness of the wages system under which the workers are robbed at every point by the employing classes? Wages boards awards, like all other methods of increasing wages, take the worker no nearer the goal of emancipation; they only enmesh them still further in the net of wage slavery, and delude them into an utterly false idea of the advance they are making.

If the unions are convinced—as they most certainly are—that all the present-day palliatives but postpone indefinitely the reorganisation of society, that they are but travelling in a circle that leads nowhere—let them at least attempt to solve the problem of methods that will not mend but end once and for all time the present exploitation of labor.

The labor or union movement that fails to acknowledge unhesitatingly that the present capitalist system of production for profit, and the evils consequent therefrom, are antagonistic to the workers, and must be destroyed, is indeed false to working-class principles and ideals. Let us remember that palliative legislation, broadly interpreted, is only benevolent Capitalism.

The worker demands a fuller life, and he can never attain it within the bounds of wage-slavery. He desires cessation from the continuous, peace-destroying fight for existence, in which he is engaged to-day, and he will desire in vain so long as he depends solely on arbitration and wages boards to give it to him.

And the first thing for the workers to do in order to consolidate their power and effectively attack the citadel of Capitalism, is to organise their present sectional unions into industrial organisations and thus clear the way for the eventual formation of the One Big Union.

LOCOMOTIVE BUILDING AT EVELIGH.

A PROGRESSIVE PAGE OF LOCAL PRODUCTION.

By "WIRELESS."

It was in 1907 that a start was made to build engines at Eveleigh, and but a few days ago the first hundred was entered in the tally book. It is something to be proud of. It represents an average of one engine per month. How necessary it is that we should not be dependent on the outside world for any kind of rolling stock. In the troubled days that we are ploughing through every spare foot of our shipping room is required for military purposes. With our own productivity in its spring tide, and the demands made by war on our railway resources it is grand to be able to say that we can make our own locomotives and effect our own repairs.

Prodigious efforts are now being put forth at Eveleigh in locomotive building. The output has lately reached two per month, and hopes are entertained of even doubling this. The establishment of an up-to-date locomotive building plant is not the work of a magician's wand. An enormous amount of detail is involved. An army of draftsmen is required before the patterns can be placed in the hands of the workmen. After the general drawing is made, which depicts the locomotive complete, no less than 275 drawings on separate sheets must be prepared, and the most minute detail, such as each hole and rivet, its size and position, is clearly shown.

The frame of a locomotive is one of its principal parts, and from the draftsmen's work a template is made in the machine room, which is really a full-sized reproduction. This is then carefully checked with the plans, even to each rivet hole, and, if passed, it is transferred to a cutting tailor, who directs a wonderful scissors and cuts out a pattern in steel or iron. In this way he will cut out several plates, and mortise or drill every hole required with unerring exactitude. Big shears do the trimmings, and scraps fall from its huge jaws up to a diameter of three inches. Then there are milling machines, and how clean they work. I saw one shaving off a bit of steel from a driving rod intended for an N.N., and it was not any thicker than a bit of tissue paper.

It is interesting to know what a locomotive costs, but I have not a table handy, I give the materials, which will be equally interesting to readers: 20 P. class engines required 1000 tons of steel, 130 tons of copper, 19 tons of iron; 5 N. class, 274 tons of steel, 130 tons of copper, 5 tons of steel; 25 T.F.'s, 1455 tons of steel, 190 tons of copper, 28 tons of iron; 13 N.N.'s, 805 tons of steel, 105 tons of copper, 16 tons of iron; 7 E.'s, 211 tons of steel, 35 tons of copper, 8 tons of iron; 30 S.'s, 1088 tons of steel, 187 tons of copper, and 42 tons of iron. Making a grand total for the 100 engines already built of 4836 tons of steel, 685 tons of copper, and 121 tons of iron.

Some of the heaviest machinery is installed in the boiler shops. One big giant is called a flanging press, and can squeeze out a pressure of 1560lb. to the square inch. Then there are overhead cranes, and upwards of 50 heavy kinds of machines. The number of hand tools is out of the question, and yet the call is for more and more. It is estimated that a new locomotive boiler is turned out every four days, and lately from fourteen to fifteen engines are repaired each week.

The foundry is now too small for the demands made upon it, and a new foundry is being built where brass, iron, and steel casting will be made, and an estimated increase to reach 10,000 tons per annum will be met. This will obviate the necessity of importing and having castings made outside the Eveleigh shops.

It is the biggest hive of industry in the State. It should be, and it is patent that the gravity of the situation has been gauged, and that the idea is to have a modern plant installed in every department. The whang and the bang of the great hammers, and the sound of escaping steam is the music of day and night at Eveleigh. It must never cease or we cannot lash out and increase each succeeding year the 26,000,000 train miles that the tables record year in and year out.

Seventeen more N.N. class engines are to be built, and twenty more S. or passenger engine, so that there is a good bill of fare before Eveleigh artisans for construction alone.

Now that steel making in Australia is established on such expanding lines as it is at Newcastle, the day is not far off when Australia will make all her own machinery from her own high class ores and Australian artisans will guide and improve them ad infinitum.

TIM.

By "JUMBO."

"Th' divil take th' man that invited buther," Tim would often remark.

This was long before we had the "All Grades" to "mother" us and look after our interests. The reason why Tim was only classed as a porter, although he really performed the duties of shunter was because there was no "All Grades" to look after him.

But many men were treated like that in the "old days." Railway unionism had only just started to crack its shell. The hatching was slow and the result was almost a calamity, for the brood it brought forth was too numerous. It is a fortunate thing for railway men to-day that only one of the chicks, the "Amalgamated," has grown into a vigorous bird, and that it promises to be strong enough to "eat up" the remainder of the clutch. But that is another story—

Why Tim disliked handling the butter remained a mystery. He would be happy enough at a job in the yard, although heavy rain might be filling his boots with water. He would crack his quaint jokes as he helped us with the heavy samples, but he would start to swear like a trooper as soon as he heard the rattle of the lorry that brought the butter to the station.

We were sending away a good deal just then, for there was no Necessary Commodities Commission to impel the factories to strike, and the present-day luxury was plentiful.

It was Tim's work to sort out the main line consignment from the branch lot, and on the arrival of the mail to load the latter into an "AJ" that came through next to the engine. This van was detached at the junction and saved transshipping, though Tim always maintained it was put on just to annoy him. We had unloaded our lot into the back van before the guard noticed that something was wrong.

"Where's your branch stuff?" he inquired.

"Tim is putting it into the front van," I replied; and I thought he was a bit of a mug to ask such a question.

"Oh," he said, "and didn't you get a wire to say there was a corpse in there, and that?"

But I had gone, I raced up to Tim, and sure enough the corpse was there, and a cold chill went down my spine when I saw that he had packed some of the boxes on top of the coffin.

"Tim," I said, as I seized a box "Do you want to hang us all—putting butter in with a corpse? Get it out again."

"An' who?" says Tim. "Faith, an' th' buther won't hurt the corpse."

"Oh," I said, "get it out"; and I slammed another one on to the barrow, for I knew we had a guard on who would look every second that was lost. "Go on, get it out," I repeated, for Tim was hesitating; and then he "turned to"; but not another word did he say until the barrow was loaded again; and then, as he started to wheel it to the rear van, I heard him mutter: "Carpsie, indeed! To 'ell wid th' corpse. Anny wan wud think th' cow up ad th' buther wid all th' fuss yez are makin'."

SEND-OFF AND PRESENTATION AT TAREE.

Taree loco, has now been made a depot under the charge of steamshed inspector Gow, Mr. J. Scott, fitter-in-charge, having been transferred to Dubbo. A big muster of railway employees, including a number from Wingham and Newcastle, assembled at the Belmore Hall, Taree, on Monday night last, to bid farewell to Mr. Scott, and to extend a hearty welcome to Mr. Gow, Mr. P. F. Landrigan, president, and called on Mr. Carpenter, S.M., to propose the toast of "Our Guest, Mr. Scott."

Most of those present spoke of Mr. Scott's good qualities, and all were sorry that he was leaving. Mr. Bottrill spoke on behalf of drivers and firemen, Mr. T. Watts and Mr. P. Burke for the per. way, Messrs. W. Carpenter and J. Clune for the traffic, and Messrs. J. Lowe, R. Bowmaker, A. Worrell, and P. L. Landrigan, the latter having known Mr. Scott for a number of years prior to his promotion to the position of fitter-in-charge, and he concluded a characteristic speech recalling early day incidents. Mr. Bottrill presented Mr. Scott with a suitably inscribed gold sovereign case, and in doing so asked Mr. Scott to accept the same as a token of the esteem in which he is held by the Taree employees, and wished him long life and happiness. Mr. Scott said this was a great surprise to him, and he could not find words sufficient to show how he appreciated their kindness. He has always got along well with the men under his charge, and he thanked them all for their kind remarks, and also for the nice present. He would always remember the happy time spent in Taree.

Mr. Lowe proposed the health of Mr. Scott's successor, and Mr. Gow responding said that he hoped to continue to work amicably with the staff. Mr. Scott proposed the Taree staff, Messrs. Bowmaker and Clune responding.

Several patriotic songs were rendered by Messrs. J. Clune, N. Brown,

EXTRACTIONS FREE! (WHEN TEETH ARE ORDERED). A FULL UPPER OR LOWER SET For £2 10s. With a Written Guarantee That they'll be kept in perfect order for 3 years. This means that if they require re-modelling or any attention whatever, NO CHARGE WILL BE MADE DURING THAT TIME. If you don't want a Full Set, 5/- per tooth is the cost. You needn't pay cash an instalment each pay will do. OPEN EVERY NIGHT TILL 9. CHARLES I. HARRIS, VICE-REGAL DENTIST, ST. JAMES' CHAMBERS, KING ST. (Opp. Queen's Statue). At this Address for the past TWENTY-SIX Years. SATURDAY TILL 1 O'CLOCK. (Phone, City 7882).

THE MORNING SMILE! A LITTLE PEBECO ON THE TOOTH BRUSH FIRST THING IN THE MORNING STARTS THE DAY WITH A SMILE. TEETH CLEAN AND WHITE, MOUTH FREE FROM BAD TASTE AND PAINFUL-Destroying Acids, APPETITE SHARPENED—THESE ARE THE IMMEDIATE EFFECTS OF PEBECO Tooth Paste. Pebeco does more. It keeps teeth sound because it protects them from "acid mouth" as nothing else can. By keeping teeth sound, it helps to preserve digestion and health. Try the Pebeco smile every morning. Test your mouth for acid, the cause of 85 per cent. of tooth decay. If you have "acid mouth" Pebeco is a necessity for you. It counteracts "acid mouth" and saves teeth. PEBECO is Made in Australia and is obtainable at most Chemists and Stores at 1/- small tube, 1/6 tube containing nearly three times the quantity. If any difficulty be experienced in purchasing, communicate with the Manufacturer and Proprietor, G. ARNOLD, 6 O'CONNELL STREET, - - SYDNEY.

J. Devoran, W. Y. Scott, and J. Gow. During the interval Mr. Devoran, loco clerk, responded on behalf of the visitors. Mr. Scott proposed the chairman, and the chairman, in response, asked all to join hands, all singing "Auld Lang Syne," thus concluding a most enjoyable evening. The tables were tastefully decorated by Mrs. C. Horne and Mrs. F. Nelson. Mr. Fred Lowe arranged the function, and deserves great credit for the trouble he had taken.

AN ASHFIELD SEND-OFF.

A social evening was tendered to leading porter M. Connor, of the Ashfield staff, on Friday evening last, the 19th inst., at the rooms of the Newtown division of the St. John Ambulance Brigade, which was kindly lent by the division for the purpose.

During the evening the station master, Mr. G. Buxton, presented Mr. Connor on behalf of the staff, with a handsome wristlet watch and sheepskin vest. A very enjoyable evening was spent. Among those present were Messrs. G. Buxton, G. Smith, C. Jones, H. Dando, W. Perry, W. Falvey, J. Day, E. D. Baskerville, D. Moran, S. Roberts, W. Davis (of the Civil Ambulance Brigade), A. S. Le Breton (divisional superintendent Newtown division St. John Ambulance Brigade), and Private R. Walker.

Refreshments were provided and a very enjoyable musical programme was carried out. Among those that contributed were, Mr. H. Hower, "Comrade in Arms"; Mr. Hay, "The Deathless Army"; Mr. H. Dando, "Let Me Like a Soldier Fall"; Mr. E. D. Baskerville, "Just a World"; Mr. C. Jones recitation, "Fisherman's Story"; Mr. W. Perry, "A Watery Grave," and by request, "The Boys of the Dardanelles." Mr. W. Falvey gave a splendid display of physical culture and paper tearing; Mr. G. Smith, who has succeeded Mr. Connor, rendered a selection on the piano entitled "Memories of the Night"; Mr. S. Roberts, a recitation, "The Signal-box"; Mr. D. Moran, "When the Numbers Go Up"; Mr. W. Falvey responded with a comic, "Oh, Stop It, George."

After a very enjoyable evening Mr. G. Buxton thanked the division for the use of the room, which was suitably acknowledged by the superintendent, Mr. A. S. Le Breton, and after wishing Mr. Connor a safe return, and singing "God Save the King," the party dispersed.

GIVE your paper a boost along by having your printing work done better and cheaper. The "Co-operator" can do it for you.

DISEASE IN AMBUSH.

Germs Routed from the Laundry.

It is only diseases that are infectious that can lie in ambush, ready to launch death upon 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 lurk at boiling water, and may even breed in common sorts of soap-suds.

This brings us to the final point, we have the place, and we know the method. Lifebuoy Soap gives us the means. It may be true that some disease germs laugh at ordinary soap—but never at "Lifebuoy" for it must be remembered that Lifebuoy Royal Disinfectant Soap has proved its germ-destroying power all over the world, in hospitals, hotels, and places of public resort, and in private homes in the hundred thousands.

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

What's fresh? Abel's Bread. The Antiseptic Disinfectant for all purposes. MADE IN AUSTRALIA.

FREAK AMUSEMENTS.

According to one of the Sydney papers a new form of amusement has been adopted by the society people of Potts Point, which consists of smashing German pianos. It is stated that a few days ago invitations were sent out for an "At Home," and on the cards were printed the words "Smashing-hammers provided."

ANSWERS.

Answer to "Constant Reader": This is a plain receipt for a plum pudding. Three eggs, two cups flour, two cups bread crumbs, one cup sugar, 1/2 lb. minced suet, 1/2 lb. raisins, 1 lb. currants, 1 lb. sultanas, mixed spice, one teaspoonful carb. soda, mixed peel, chopped apple. Mix all together, add eggs not beaten, milk if necessary. Boil five hours. To make a richer pudding more eggs may be added.

Meat safes should be always put in an airy place and, if possible, where a draught may blow through. They should be emptied daily in summer and wiped with a clean wet cloth. Keep a dish of charcoal standing in the place where the safe is kept.

HORNE'S KIDNEY BEANS. Bring Kidney Health. One bottle alleviates Kidney Congestion, Headache and all allied ailments. Post free. 2/6. P. C. HORNE, CHEMIST, Etc., 47 ENMORE RD., NEWTOWN.

William Metcalfe & Co. Funeral Directors and Embalmers. 117 Church Street, Parramatta. Telephone: 99 & 47 Parramatta.

THOS. ANDREWS & SONS, Manufacturers of every description of Worked Railways, and East-st., Lismore. No order too large. — None too small.

THE AFFAIRS OF WOMEN. I am Always at the Disposal of our Women Readers. THIS PAGE is devoted exclusively to the interests of women. Those who desire advice are invited to write direct to Violetta Boyce, care of the "Co-operator," and every communication will receive prompt attention.

FADS AND FASHIONS.

The new lace veils with open, scrawly patterns give a smart appearance to the simplest little hat, particularly if they are pulled tightly down over the brim.

Some of the quaint little hats or toques now worn are very simple yet attractive. One model may be described. The shape itself was covered with violet suede, and the trimming consisted of two butterfly bows made of picot ribbon in the same shade of violet.

Scalloped edges bound with satin or good-wearing silk, look well on frocks of colored voile—particularly on navy voile.

Many summer hats of a demure daintiness are simply ornamented with a twist of ribbon falling in graceful strands from the back of the hat and caught at some point on the brim by a small cluster of flowers.

So far this season, the two most favored materials are voile and silk, and as they are both cool, as well as cool-looking, it is certain that these two materials will easily be the first favorites right through the summer months.

Wide-brimmed, low-crowned hats, wreathed with flowers, are among the sensible fashions in children's millinery this season.

Save trouble in shrinking dress goods by cutting two squares of the cloth and shrinking one. Press out and compare with the other piece. If there is no difference the necessity for shrinking is done away with.

Fichu-like folds arranged on the corsage of a dress correspond well with the wide skirts at present in vogue.

The wide skirts made it imperative that petticoats should once again be generally adopted by the fair sex, and the newest styles of petticoats are shaped to suit the wide skirts. They are rather close-fitting over the hips, and flare out towards the feet.

Hall mats and hearthrugs are going out of favor. This means less work and much less annoyance for the particular housekeeper. The ingrained tendency of the small door mats and rugs to turn up their corners and to harbor dust have prevented them from ever being favorites with women, yet so slavish are we where custom calls, we rarely dared to banish the offending superfluities. Now our most exclusive house furnishers are banning them, and women have suddenly discovered that they never looked nice; the small mats especially would never lie straight, and they cannot understand why they have been bothered with them for so long.

"TURNED DOWN"

An incident is recorded in which a young woman visited her intended husband, a soldier at a base hospital. She commented upon his healthy appearance, and asked how long he would stay in bed. The poor fellow told her that he had lost one of his legs. She said nothing then, but when leaving the hospital sent her mother back with the engagement ring. It is safe to say that the soldier was well rid of such a woman; but that will not draw the sting from the hero's thoughts as he ponders the price he has paid for loyalty to his country.

THE COOK.

SOME VEGETARIAN DISHES.

MALTESE MACARONI.—Boil 1 lb macaroni in salted water for 20 minutes at a gallop, drain and add two pints of beef broth or any strong meat stock. Let this cook until the juice is thoroughly absorbed, when you can add 1 oz butter, 1 lb grated cheese, a teaspoonful of French mustard, a little pepper and a teaspoonful of onion juice; stir well, sprinkle crumbs of cheese over the top, and bake until thoroughly brown.

VENETIAN NIOCCHI.—Put one tablespoonful of sugar, the whites and yolks of two eggs, 2 oz butter, 1 1/2 pint milk, a pinch of salt, and 7 oz semolina all together in a saucepan, and boil for 10 minutes. Now turn it out on a marble slab, and cut with a round cutter, roll in grated Parmesan cheese, pour melted butter over all, and brown in the oven for 20 minutes. This should be enough for about eight people.

CREOLE RISOTTO.—Take one cup of rice, 2 1/2 cups of highly seasoned brown stock, a few canned pimientos and three tablespoonfuls of butter. Pimientos can be bought in tins or bottles at any first-class grocer's. Have your frying-pan sizzling hot, melt your butter in it, add the rice, and stir constantly until the rice is well browned; add the stock, which should have been previously heated to boiling point, and cook together until soft; dish on a serving dish, garnished with pimientos cut in pieces, and cover with creole sauce. To make this sauce take two tablespoonfuls of chopped onions, two of chopped green pepper, one of chopped red pepper, or canned pimiento, and four tablespoonfuls of chopped fresh mushrooms, with three tablespoonfuls of butter. This should all be cooked together for about five minutes; add one cup of tomatoes, and two tablespoonfuls of flour, salt, and quarter of a cup of sherry. This must be poured over the rice, which can be served very hot in individual dishes or one large dish.

FRESH STRING BEANS OR FRENCH BEANS.—String your fresh young beans carefully by pulling off their heads and tails and cutting off the sides; boil them and drain them; then place in a saucepan with two tablespoonfuls of butter, adding salt, pepper, sugar, two chopped fried onions and a cup of white sauce or cream. Cook very slowly for fifteen minutes, then stir in three tablespoonfuls of extra cream, with the yolks of two eggs, and allow to thicken slowly, but do not boil. Serve very hot as a separate course.

EGGS, CARROTS AND RICE.—Take 6 tablespoonfuls of cold boiled rice, 4 of chopped carrots, 3 tablespoonfuls of grated cheese, 2 hard-boiled eggs chopped fine, and melt 2 tablespoonfuls of butter, moisten with pepper and salt; grease a baking dish, pour in the mixture, and brown in a sharp oven. This is a very cheap and nourishing dish, and suitable for all seasons of the year.

GIDDY, OVER-DRESSED BUTTERFLIES.

The Rev. D. Rentoul, of Melbourne, speaking at a patriotic meeting, dealt at length with the part that women are taking in the war. He said that much good was being done by some women in creating a greater regard for the moral and social safety of our troops, but they had only to walk along the Block to see there was another kind of woman. Speaking vigorously, he said he was sometimes ashamed to be a man to observe some types of men there, and he was sure women sometimes were ashamed to be women when they saw giddy, over-dressed butterflydom, and absolute lack of soul which was still being publicly exhibited, despite the heroism, trials and death of our men at the front. He often wondered when walking along Collins Street whether the marvellous exhibitions of womanhood could ever deal with a case of snakebite and render first aid to a wounded person as thousands upon thousands of women in Victoria had learned since the beginning of the war. These women would have a higher sense of national responsibility and self-sacrifice in a moment of national danger. There was need for unification and co-ordination in women's efforts.

THE LAND OF DREAMS.

Over the hill of tired eyes, Through the little village of nod; Down to the woods in cradleland Where the dreamtime fairies rove.

The little brook wakes up to sing In this land of just-some-where While the roses all their fragrance bring.

There are soldiers in bright tin armor, And dolls of every size, While the animals in Noah's Ark Would surely take a prize.

Here comes dear old Mother Goose, And the blue-eyed girl Bo Peep Followed by white woolly lambs Instead of great big sheep.

The folks of all the fairy tales Are there in dress so grand, And every one is happy In this blisful Slumberland.

A CHEERFUL MOTHER.

Fortunate is the family where the mother is the first to see a joke and to lead the mirth. In too many homes her sole share in the merriment is a wan smile, accompanied, perhaps, by a dismal remark that she does not see much to laugh at. Nothing helps a busy housewife through her press of cares like the ability to laugh long and heartily.

A humorous rhyme, a conundrum, or a smart repartee cheers up a dull day wonderfully, especially when it comes from "mother," for it is she from whom the rest of the family are apt to take their cue.

TO MAKE THE HAIR CURL.

Curling fluid for the hair may be made and used thus: Take two ounces of borax, one drachm of gum arabic, and mix with a quart of boiling water. Stir until fully dissolved, and add three teaspoonfuls of spirits of camphor. Damp the hair with this before using the waving irons, and the crimp will remain in.

The Jollywells. In fannels smart The Jollywells dart, About the court, With skilful art. Just watch their 'Serves' What steady nerves! Each one, it seems, To win deserves. At the end of set, Out they get. Refreshments! You see They love "REX" yet.

For All "Out-of-Doors" Needs Eat "Rex" Canned Delicacies.

All we have gained by a life-time of effort compels us to keep this NEW dish well up to the high "Rex" standard.



"Rex" Camp Pie

is made from the choicest morsels of meat, cooked and seasoned in the exclusive "REX" way. Try it. Let THE DISH ITSELF PROVE OUR CLAIMS. It is more economical than fresh meat—yet is tasty, and contains full measure of nourishment. You should serve "REX" CAMP PIE with a salad—it is ready to be eaten when it comes from the tin.

ASK FOR "REX" CAMP PIE. THERE'S NOTHING "JUST LIKE IT."

Other "REX" CANNED DELICACIES include:—"Rex" Ham Pate, "Rex" Veal and Tongue Pate, "Rex" Pork Brown, 1 lb. tin, "Rex" Pork Sausages, 1 lb. tins, "Rex" Pork and Beans, 1 lb. tins, "Rex" Pig's Feet in Jelly, 1 lb. tins, "Rex" Lunch Tongues in Jelly, 1 lb. tins, "Rex" Sheep Tongues in Jelly, 1 lb. tins, "Rex" Luncheon Cheese, in Decorated Tins and Opal Porcelain Jars of British Manufacture, "Rex" Brand Lard, for cooking purposes, in 1 lb. prints.

Foggitt, Jones & Co. Ltd. Curers of "REX" HAMS and BACON; Packers of "REX" PURE FOOD PRODUCTS.

HOUSEHOLD HINTS.

BEEF CHOOSING: When beef is chosen see that it is of a bright red color and the fat a rich yellow. Should a sirloin be purchased see that it has the undercut, if you are able to cook filets of beef; they are quite delicious and make a sirloin a two days' hot dish. The filets should be served the first day, as they are taken from the undercut, and the next day you have the sirloin ready to roast.

TO KEEP BEEF SWEET: To one gallon of water add one and a half pound of coarse salt, half a pound of brown sugar, half an ounce of pearl ash, and half an ounce of saltpetre; mix and heat to a boiling point and skim well; let cool then pour over the meat.

TO KEEP BUTTER FIRM: In hot weather fill a large basin with cold water, put in as much kitchen salt as the water will dissolve, fold the butter in grease proof paper and drop in. Stand the basin in the coolest portion of the house.

TO KEEP CAKES NICE: Have large cake boxes or a stone jar and cover tightly with a close fitting lid.

TO PREVENT CHEESE MOULDING: Rub the cut part with butter and cover with white paper.

TO KEEP COFFEE AND TEA-POTS SWEET: They should be scalded after using each time, also occasionally throw into them a cupful of wood ashes or some powdered brax, fill with cold water and bring slowly to a boil.

BUYING AND TESTING EGGS: In buying eggs a clean rough shell is to be preferred to one that is smooth and sticky. The most certain test is to put them one at a time into a basin of cold water, a new-laid egg will sink like a stone; an egg that has been laid a few days will rise at the largest end a little, and in proportion as they become actually stale will assume nearly an erect posture in the water; an egg that floats is infallibly very bad.

FISH CHOOSING: Any fish that is broad or thick of its kind is to be preferred to those that are thin and narrow. See also that the eyes are bright, the gills red, and the scales closely laid and shining, and that the fish feels stiff. Stale fish has a limper feel, especially about the vent, the eyes become filmy, the scales brown and flabby, and the whole presents a dingy appearance.

TO KEEP FISH: If fish is found to be slightly tainted a good thing is to steep it for a short time in a weak solution of permanganate of potash or boracic acid, which destroys the tainted particles and leaves the fish perfectly sweet and wholesome.

KEEPING FOOD WARM: When it is necessary to keep a meal warm for a late-comer, place the plate or dish in a steamer over a pan of boiling water, protecting with a cover that will just fit over the edge.

PREPARING POULTRY FOR TABLE: If obliged to dress poultry immediately after killing, steep in boiling water and feather while in the water. This method will make it as tender as if killed some days previously. To prevent drying, and to improve the bird, tie a slice of raw bacon over the breast when roasting. By rubbing the breast of a fowl with lemon juice before boiling you will be able to send it to table with a snow-white appearance.

Food of any kind must not be suffered to become cold in any metal utensil; even tin or iron, however clean, gives an unpleasant flavor.

Glasses in which milk has been served should be plunged in cold water before they go into warm water. Egg-spoons and cups should be treated similarly. Egg stains can be removed from spoons by rubbing with a little salt.

Kitchen tables and shelves may be kept very white and clean if you have the mixture used for scouring them, viz., half-pound sand, half-pound lime. Work some dissolved soap into the dry ingredients. Put the mixture on with a scrubbing brush, and wash off with plenty of cold water. Lemon juice well rubbed into kitchen tables quickly removes all grease.

MARK FOY'S, LIMITED HOUSE HELPS IN THE IRONMONGERY SECTION SOME TIME AND TROUBLE SAVERS ALSO SOME GRAND SAVINGS IN OUR Crockery and Glass Section.

Difference, isn't there, between the modern light-as-feather kettle of aluminum and the old-fashioned cast-iron gentleman with the marble rolling round his innards, to keep him from "furring up". A difference, too, between the old carpet beater and the new vacuum cleaner, or the modern mowing machine and the old chopper. As the world wags on and on

The Task of the Housewife is being Lightened,

and her hours of leisure lengthened. To-day we tell of many modern househelps. Helps devised by clever brains for busy fingers. Help and tools and devices and aids which cost but little, and soon repay the outlay in money savings, and trouble savings, and time savings.

Furnishing Ironmongery.

- HANGING MEAT SAFES.—Perforated Steel Sheets. 12in. 14in. 16in. 18in. Square . . . 5/3 6/ 7/6 9/ Round . . . 4/2 5/3 6/9 7/11 BISSELL'S CARPET SWEEPERS Crown Jewels 12/9 Universal 12/9 Grand Rapids 17/6 "GEM" FOOD CHOPPER—20in. 22in. 24in. 5/ 5/9 8/6 "IDEAL" FOOD CHOPPER—0 1 2 3 4/11 5/3 6/ 9/11

IN OUR HUGE CROCKERY SECTION

PRICE-SAVINGS ARE VERY LARGE, AS A GLANCE AT THE ITEMS HERE WILL SHOW YOU

FOR XMAS GIFTS.

- JARDINIERS, in Plain Colours and Rich Floral Decorations, 6 1/2, 9 1/2, 1 1/2, to 7/6. DAINTY VASES.—Self-coloured Tubes, Charming for Table Decorations, Mauve, Green, Sage, Vieux Rose, 9 1/2, 11 1/2, to 2/6. POTS AND PEDESTALS, VASES, in the "Lotus" and "Bird" decorations, are great favourites—NEWEST SHAPES, 7/11, 8/11, 15/6. POTS AND PEDESTALS, 14/6 to 7/6. WE HAVE JUST OPENED A BEAUTIFUL RANGE OF VASES IN FLORAL AND LANDSCAPE EFFECTS, FROM 2/3 to 45/-. TEA SETS, 21 PIECES—Mauve, Blue, Green, 8/11, 11/6. Festoon, Lace Pattern, Tuscan China, 15/11, 14/11, 15/11. Some choice designs from 16/11 to 35/-. TEA SETS, 40 PIECES.—French and English China, Blue Design, 17/11. DINNER SETS, 26 PIECES.—Green Illuminated . . . 18/11 Royal Blue, Alberta . . . 27/6 Moscow, Lace Edge . . . 29/6 The "Favourite," Blue Band 31/6 A Splendid Range to select from. JUGS, SETS OF 2.—Designs in Crown Derby, Landscape, Royal Blue Designers, and Floral Effects, 3/3, 3/11, 4/6, 4/11, 5/3. TOILET SETS, good shapes, oval and round basins, nice colours and decorations, 6 pieces. Printed, 11/6; White and Gold, 12/-; Shaded, 14/6; Oriental design, 15/-; Litho, and Gilt, 21/-; White and Gold, 22/6; Shaded, 25/11. IN THE HIGHER GRADE, "FIELDING," "DOULTON," ETC., we are showing a splendid range from 35/- to 55. GRAND DESIGNS IN ENGLISH CRYSTAL, NEW SHIPMENT, heavily cut and Engraved, Rose Bowls, Tall and Squat, with Glass Display Centre. Assorted Shapes in Vases, from 6 to 12 inches. Dishes, Oval and Round, Jugs and Decanters, in endless variety. All showing fine savings. THREE SPECIALS. Cups and Saucers . . . 1/11 1/2-Doz. Tumblers 11 1/2-Doz. Salad Bowls 1/- each. FOR THE SUMMER—Iceberg Butter Coolers, 1 lb 1/9, 2 lb 2/3, 3 lb 2/11. Terra Cotta do., do., 1 lb 1/9, 2 lb 1/3, 3 lb 1/9. PROPRIETORS OF HOTELS, BOARDING-HOUSES, ETC., BEFORE STOCKING FOR XMAS, WOULD DO WELL TO COMPARE FOY'S PRICES. THEY CAN SAVE MONEY.

THE HOME OF GOOD VALUES, MARK FOY'S, LIMITED

Arnott's Living Pictures.

For Breakfast, for School Lunch, and at all times, give your dear Children

ARNOTT'S Famous Milk Arrowroot Biscuits.

They Make a Delicious Breakfast. Soak these Biscuits in Boiling Milk, and add some sugar. Satisfying and Strengthening.

AN ARNOTT'S MILK ARROWROOT BISCUIT BOY.

RETRENCHMENT OF THE WAGE-EARNER.

Gaustic Criticism by Mr. GARDINER, M.L.A.

BRANDED AS DISLOYAL PARTYMAN BY THE PREMIER.

During the debate on the Budget in the State House on Friday morning last Mr. Gardiner, member for Newcastle, indulged in some very plain criticism of the treatment meted out to the wages staffs employed in the various Government departments. As this is of extreme interest to "Co-operator" readers, we reprint the whole of the speech from "Hansard," together with a scathing reply by Mr. Holman, in which he threatens party expulsion to any member indulging in similar criticism.

Mr. Gardiner said:—"The question of finance at a time like this is very important and needs careful consideration. Looking over the estimates of expenditure for the present year I am struck with the extravagance displayed in many directions, extravagance which cannot be justified at a time like the present. When war broke out fifteen months ago, the Government, anxious about the financial resources of the State, and concerned as to how those finances would be affected by the long continuance of the war, set to work to put its house in order. One means of curtailing expenditure adopted by the Government was to put a great army of temporary employees on half time. After the lapse of a month or two most of those employees were put on five days a week, and after the lapse of further time, a full week, but some of them I understand have not yet been reinstated. The loss of even one day's wage a week is a serious deduction from a working man's wage, and from the standpoint of the workman constitutes a deep retrenchment. I am not prepared to say what the exact percentage of loss is, but it is something considerable; not only so, but this huge army of temporary employees suffered further retrenchment in the loss of public holidays and the annual holidays of six days which they have enjoyed for a number of years. Hon. members will agree that this constitutes severe retrenchment. While this was the case the rest of the permanent branches of the public service were not retrenched at all. I am not one who advocates retrenchment of any kind. I hold that public servants earn all they get from the Government. There are, however, occasions, especially at a time like this, when retrenchment may be imperative, but it should be adjusted in fair proportion right throughout the service. Such unfair and shameful action would not have been tolerated at any other time. I cannot speak in terms too strong against the system under which one section of the service is being retrenched while another is not touched at all. At a time like this the whole service will be found prepared to bear its burden if retrenchment be found necessary. The case is even worse than I have so far stated. While the temporary branch of the public service is retrenched so drastically, first by losing half time, then by losing another day, then by not being paid for all public holidays, and by having the annual leave taken from them, the rest of the public service is not touched, except in the lower-paid divisions. The apprentice boys and junior clerks who would, in the ordinary course, have now been drawing 4s or 5s a day have been made to suffer retrenchment to the extent of about 50 per cent. I refer to those who in the first year get 2s 6d a day. In the second year they would get increases of 1s, 1s 6d, or 2s, and—in some cases—2s 6d. In the permanent branch of the adult public service—and this applies to all branches—the man on under £150 a year has had his increments stopped since the beginning of the war.

Mr. Holman: The hon. member knows that this is not correct. There is not a tittle of foundation for the statement, and he has no right to come here and make the statement.

Mr. Gardiner: I say it is correct. The only public servant whose increment was not touched at all was the man right at the top. The headmaster of the school goes on getting his increments, but the other teachers of the school have their increments stopped. I know what I am talking about.

Mr. Holman: The hon. member does not know of any such cases. Give me the cases. Tell me the name of a school.

Mr. Gardiner: Yes; I shall give concrete cases later on.

Mr. Holman: You cannot give them now?

Mr. Gardiner: It is a principle to which I am totally opposed.

Mr. Holman: So are we all.

Mr. Gardiner: In theory, but not in practice. In practice you compel the man at the bottom of the tree to suffer—the apprentice boy and the junior clerk who have their responsibilities, and are sometimes the support of widowed mothers. Men and women scarcely getting a living wage have been retrenched so far as their increments are concerned,

while the men at the top have not been. I denounced that policy twelve months ago. That is not all. Had the evil stopped there it might not have been so bad. While the temporary employee has been retrenched very considerably, the public servant at the top of the tree has not only not had his increment taken from him, but since the outbreak of the war, and especially within the last two or three months, there have been scores of cases where very large increases have been given, from the beginning of this financial year, to public servants drawing £300, £400, and £500 a year. I have lists from the different departments showing where high officials, whose increases have not been stopped, have within the last few months been gazetted for increases ranging from £50 to £150 a year. Those who have got these increases are working side by side in some cases with temporary employees who are still receiving retrenched wages. I have no doubt that many of these things have taken place without the knowledge of the Minister in charge of the department. I have in my pocket a list containing twenty-five names of high officials whose salaries have been increased, and I shall read it when the departmental estimates come up for consideration. Those increases were gazetted either in July or August, and alongside those officials are working men who have lost payment for public holidays, and who have not had their annual leave granted. The highly-paid permanent officials go on their holiday leave of one, two, or three months, and even the extended holiday leave of six months. Does the hon. member mean to tell me that that will conduce to contentment and satisfaction amongst the State servants? I am not capable of using language strong enough to denounce a practice of that kind. There are many instances in which the salaries have been increased by the Public Service Board by from £25 to £150 a year. If anyone deserves special consideration at a time like this, when there has been an increase in the cost of living, it is the man at the bottom of the ladder. The men themselves have not asked for an increase, but they resent the fact that highly-paid officials are reaping a harvest at a time when no one should reap a harvest. We know that in war time men who embark on private enterprise reap rich profits, but I cannot condemn too strongly the practice that has been indulged in by the State of giving to already highly-paid officials increases in their salaries in time of war. Every excuse is put forward for granting these highly-paid officials more remuneration. Some members of the public service have, since the war started, been drawing not only one salary but practically two salaries, although their duties have been lessened in some cases. When the temporary employees asked for public holiday money and their annual leave, they were told by the Government that it had not the money to do it, but it can afford to pay increases to these highly-paid men. This applies not only to departments administered by Ministers of the Crown but also to the railway service. When the estimates of the Railway Department are under consideration I intend to show cases in which heads of many of the branches of that department have received increases in their salaries. In the Premier's Department also increases are provided for men whose salaries are £300 or £400 a year. It may have been that these particular cases have escaped the careful eye of the Minister but the Public Service Board—have set themselves out to take advantage of the carelessness of Ministers in this regard, and give increases in some cases to already overpaid public servants. I would not say a word against these increases if they were made at the proper time. Not only are the men to whom I refer robbed of all these things, but every advantage is taken by the Railway Department to reduce the wages of the working men who are getting 8s and 9s a day.

Mr. Fingleton: That is not a fact.

Mr. Gardiner: I shall cite a case. Before the outbreak of the war, the casual gagers on railway construction works had been getting 9s a day for some considerable time, but at the present time they get 8s and 8s 6d a day. In addition to this reduction of pay, the men have lost their annual holiday. This is a concrete instance in which the department has taken advantage of the present conditions to decrease the pay of working-men. Then there are cases in which men have had their overtime stopped since the war broke out. This is another case of reducing the wages of the men at the bottom. An examination of the estimates will show that even the most highly paid men of the Railway Department have received large increases.

I wish to call attention to the

practice which has recently been followed in the railway department of evading industrial awards. Section 26 of the Arbitration Act requires that the Chief Commissioner shall observe the conditions of awards where railway employees are engaged in similar occupations. Recently there have been a good many quibbles and efforts to sidestep the obligations imposed by the act. In cases where the Commissioner has been compelled by the Court to conform to the terms of the outside awards he has subjected the men to a reduction of pay in some other way. For example, under the industrial award, boiler-makers, fitters and mechanics' laborers are entitled to dirt money at the rate of one penny per hour. The mechanics' laborers in the employment of the Railway Department naturally thought that they would get the benefit of the award, and on application to the Court obtained judgment against the Chief Commissioner. The dirt money was paid as required by the Court, but the Chief Commissioner immediately reduced the men's wages from 8s. 6d. to 8s. per day, so that instead of their being benefited to the extent of 8d. per day, they received an advantage of only 2d. per day. In that case the Chief Commissioner was able to evade the intention of section 26, owing to the fact that the award did not cover the daily wage. This happened about two or three years ago and the same condition obtains to-day. Then again, during the current year another award was given under which dirt money was required to be paid to a certain number of mechanics' assistants, and the Chief Commissioner threatened that if the men took him to Court he would reduce their daily wage. The men do not know where they stand, and the present unsatisfactory condition of affairs should be brought to an end. I would have liked to go into this question thoroughly, but in view of the lateness of the hour I will not do so at present, but will defer any further remarks I have to make until the estimates are before us in detail.

Upon the adjournment of the House Mr. Holman, after dealing with other matters, turned his attention to Mr. Gardiner's speech. He said:—

With regard to the speech of the hon. member for Newcastle, I now beg to give him public warning—he has been warned privately, and I take this opportunity on the floor of the House to warn him publicly. I do not want the votes of an hon. member who speaks about the Government in the way he has. If the Government cannot live on the support of its loyal supporters, it certainly will not live on the support of men who speak about the Government as the hon. member has done to-night. If the hon. member makes another speech like that in this House while I am leader of the party, I will either have the member expelled from the party or will leave it myself. I will bring this speech before the party, and see whether a disloyal and treacherous double-dealer is to be allowed to continue in our party in the guise of a labor man. Better an open enemy at any time than a disguised traitor. If the hon. member cannot see his way to withdraw the accusations he has made to-night, the sooner he takes his stand as a declared opponent of our party the better for all of us. If the hon. member belongs to a "cave," I invite any other hon. members who belong to the same "cave" to follow the hon. member in the House. Let them vote as well as speak. We are not here to be supported by an hon. member who speaks as the hon. member did to-night. I say plainly to the hon. member—and I hope that my words will be reported in the press—that he is now at the parting of the ways. I tell him that quite plainly. It may lead to a serious crisis in the history of the Government. It is quite conceivable that the loss of the hon. member's vote and the votes of other gentlemen who feel as the hon. member does may bring about the overthrow of the Government. That is a contingency we are quite prepared to face, and readily. This Government will not continue to take insulting support which is handed to us with dirty insinuations against the sincerity and sense of justice of the Government. We do not want either the hon. member or his support. I do not think he will find that the working men of Newcastle, who sent him here, expect him to come here and play a dirty double-dealing part. The sooner he makes up his mind to accept the conditions of loyalty to our movement, or to leave it, the better for him and the movement. I do not know a solitary statement made by the hon. member to-night which has any foundation. It was a tissue of falsehoods and treacherous mendacity. My words, I hope, will go on record, and I will see that they are circulated in places where the hon. member may answer for them. I will answer for them and see that the hon. member answers them, too. I say that one more speech, I do not care from whom it comes, on the floor of the House from an hon. member of our party like the speech the hon. member has made to-night will be sufficient. I give fair warn-

ing that the man who wants to precipitate a crisis can make another speech like the hon. member for Newcastle made to-night, and either he will leave our party or I will.

THE LIVING WAGE

AN INCREASE OF NINEPENCE.

It was stated in last week's issue of the "Co-operator" that Mr. T. R. Bavin, chairman of the Railway and Tramway Wages Board, had decided to settle upon a basic or living wage before proceeding to hear claims for increases. We learn that Mr. Bavin announced his decision yesterday and that he has determined to take 8s. 9d. per day as the standard minimum wage. This is an increase of ninepence per day upon the previously accepted standard.

RAILWAY DISPUTES

The engineer's dispute at the Eveleigh workshops, which threatened to assume a serious aspect, has been satisfactorily settled, and the men returned to work on Monday last. The dispute at the Randwick workshops has also been overcome, the men having resumed work on Monday.

The Greek population, says a Melbourne writer, may be said to have anxious eyes fixed on the Kaiser's friend, King Constantine of Greece. Those in business are particularly concerned. This is how one impassioned oyster-seller puts it: "Ah, the pig of a king, if he notta fight I am ruin, my business he is a ruin too, my daughter, my wife, she is ruin. If the King Constantine fight for the German, our ruin altogether more. The Australian people they call me a dog, they break the window, the steak on the oyst go bad with me, the world is to an end come, and I notta care. The pig king, why he notta fight? Cahn I would him hang by the neck up! See, see, see. (He produced a ledger). Books here, Brown, Jones, Smith, Kelly, Robinson—all the people they owea me the mucha money, I ask for them to paya, to paya me quick. They shake the head; they say, 'No, no, we wait to seea wheech side Tiny will take. If Tiny notta fighta with the Allies, no one pay me at all offer. Catch a pigga king, why he notta understand?"

With regard to the speech of the hon. member for Newcastle, I now beg to give him public warning—he has been warned privately, and I take this opportunity on the floor of the House to warn him publicly. I do not want the votes of an hon. member who speaks about the Government in the way he has. If the Government cannot live on the support of its loyal supporters, it certainly will not live on the support of men who speak about the Government as the hon. member has done to-night. If the hon. member makes another speech like that in this House while I am leader of the party, I will either have the member expelled from the party or will leave it myself. I will bring this speech before the party, and see whether a disloyal and treacherous double-dealer is to be allowed to continue in our party in the guise of a labor man. Better an open enemy at any time than a disguised traitor. If the hon. member cannot see his way to withdraw the accusations he has made to-night, the sooner he takes his stand as a declared opponent of our party the better for all of us. If the hon. member belongs to a "cave," I invite any other hon. members who belong to the same "cave" to follow the hon. member in the House. Let them vote as well as speak. We are not here to be supported by an hon. member who speaks as the hon. member did to-night. I say plainly to the hon. member—and I hope that my words will be reported in the press—that he is now at the parting of the ways. I tell him that quite plainly. It may lead to a serious crisis in the history of the Government. It is quite conceivable that the loss of the hon. member's vote and the votes of other gentlemen who feel as the hon. member does may bring about the overthrow of the Government. That is a contingency we are quite prepared to face, and readily. This Government will not continue to take insulting support which is handed to us with dirty insinuations against the sincerity and sense of justice of the Government. We do not want either the hon. member or his support. I do not think he will find that the working men of Newcastle, who sent him here, expect him to come here and play a dirty double-dealing part. The sooner he makes up his mind to accept the conditions of loyalty to our movement, or to leave it, the better for him and the movement. I do not know a solitary statement made by the hon. member to-night which has any foundation. It was a tissue of falsehoods and treacherous mendacity. My words, I hope, will go on record, and I will see that they are circulated in places where the hon. member may answer for them. I will answer for them and see that the hon. member answers them, too. I say that one more speech, I do not care from whom it comes, on the floor of the House from an hon. member of our party like the speech the hon. member has made to-night will be sufficient. I give fair warn-

"ALL GRADES" MEN FOR THE SENATE.

VOTE FOR THEM IN THE SELECTION BALLOT.

For many years the need of representation on behalf of the "All Grades" in the Federal and State Houses of Parliament has been evident. The opportunity now offers to select two staunch "All Grades" men in the selection ballot, now taking place for the Labor bench to run for the Senate, and no effort should be spared by every Amalgamated enthusiast to place these men at the head of the ballot. The candidates offering are Messrs. V. G. Kavanagh, senior Vice-president, and M. A. O'Donnell, Executive officer, of the "All Grades." These men are well known amongst Service men, and equally well known amongst Laborites, and are regarded as men well qualified to represent Labor in the Senate.

IN PARLIAMENT.

THE SANS SOUCI TRAMWAY.

In the Assembly last week, in answer to Mr. Toombs, the Treasurer stated that during the past month there have been four break-downs of steam motors on the Sans Souci tram-line. The engines were not worn out, and the laying in of the connections between Kogarah-road loop and Weeny-street was deferred pending settlement of the question as to the method of working traffic at the terminus.

THE HUN HUNT.

In reply to Mr. Haynes it was stated that there was a German in charge of the signalling box at the Mortuary station on the main line at Newcastle, and that he was discharged on the 18th September and reinstated on the 29th September after an appeal to the Deputy Chief Commissioner. His mother was English and he left Germany when he was six weeks old and came to Australia. He married in Australia and has a family of thirteen, the eldest of whom is serving with the Australian army at the front.

NORTON-GRIFFITHS AND COST OF SUPERVISION.

Last week Mr. Price asked the Minister for Works whether he was aware that the expenses of supervision by Norton-Griffiths on the Forbes - to - Stockingbong railway amounted to twenty-five per cent. of the total cost. He asked whether it was a fact that the expenses of supervision amounted to £90 per week to the engineer, three assistants, store-keeper, paymaster and others, while eighty workmen have been employed on the works at a cost of £240 per week. Mr. Cann said that if Mr. Price would give notice of his question he would try to obtain the information. He called for a return every month in connection with other works carried out by this firm, and the cost was included in that monthly return, and comparisons were made. He had come across no case in which the cost of supervision had amounted to twenty-five per cent.; if he found that the work would cost more than the amount estimated by the department he would call attention to it. Mr. Price was quite wrong when he said that there was any supervision work that cost twenty-five per cent. of the total cost.

PERISCOPIC PARS.

Last week 32,453 bales of wool were invoiced to Darling Harbor, about 200 bales less than during the corresponding week last year. Since the commencement of the season (July 1) the increase of consignments over those of last year is 137,143 bales, the total number being 458,417 bales.

The official estimate of the Australian wheat harvest is 150 million bushels, or more than 50 million bushels only the previous record harvest. These figures do not include the Darling Downs (Qld.). The contribution of N.S. Wales is put down at 55 million bushels. The estimated deliveries by the end of March is set down at 95,000,000 bushels, which, if disposed of at 3s 1d per bushel, will give a return of £14,250,000.

It is reported that on Friday last a fitter at Eveleigh wished to see the steam shed inspector, but was blocked at the door of the inspector's office by a clerk, who peremptorily demanded to know his business. The fitter, it is stated, refused to divulge his mission, and a breezy interlude followed, in the course of which there were threats of physical violence. The matter, having been reported to the fitter's fellow-employees, they immediately ceased work, and five of their number were deputed to wait upon Mr. Lucy on Monday last.

The Secretary of the Newcastle branch mentions in his last report that chairman Mr. Frewin had a holiday on Eight-Hour Day. There does not seem to be anything remarkable about this at first sight, but when the secretary states that this is the first public holiday that he has had for twenty-eight years it is a fact worth mentioning.

We often hear that farming does not pay, and that the man on the land is beset with all manner of difficulties and has very little chance of making both ends meet. But it appears that farming is not such an unsatisfactory occupation as we are led to imagine, for we read that at Fifield, near Forbes, a farmer, who cultivated 500 acres, has already disposed of hay valued at £14,000 and that he expects a return of at least £1000 for wheat.

One day last week Frank Lawler, a laborer on deviation works between Belmore and Campsie, was run down by an engine and killed.

A Newtown tram conductor writes to one of the Sydney papers on the subject of wages boards, etc. He says that as far as the woollen mill workers are concerned it took the Labor Government twenty-four hours to create an arbitration court while no attempt was made to relieve the workers in the service of the right to approach the wages boards. In describing conditions under which the tramway men work, he says they do not receive £1000 per week and do not sit on cushioned seats. Conductors, he adds, do not work in sealed and lined walls and are compelled to work in all weathers without any protection. Referring to Mr. Fitzpatrick's statements in Parliament, he says "Let Mr. Fitzpatrick live on 8s per day and keep a family."

LABOR LEAGUES.

EXECUTIVE REPORT.

The usual fortnightly meeting of the executive was held at Macdonell House on Friday last, the 19th November, at 8 p.m.

The Hon. J. D. Fitzgerald, M.L.C., in the chair, and a fair attendance of members.

New branches at Lambton and Lismore were duly endorsed.

Hon. R. D. Meagher, M.L.A., was endorsed for Phillip Ward, and his name was ordered to be placed upon the list of selected Labor candidates. Mr. Henry Edwin Rock was endorsed for the extraordinary vacancy in the Glebe Council.

The jubilee committee reported that arrangements for the holding of the silver jubilee were well in hand, and every anticipation of a successful celebration on Saturday, 27th.

The Hon. the Premier wrote certain statements which appeared in the "Daily Telegraph" as having been made by Mr. G. Dempster at the recent Referenda conference. The executive, after consideration, unanimously decided that the correspondence be published.

A deputation was received from Belmore No. 1, re the desirability of endorsing a second candidate, but the executive, after consideration, resolved to keep to the decision as expressed in the recent plebiscite of the branches, viz., to run one only. Mr. D. Guihen being the selected and endorsed candidate.

At the outbreak of the war, in a famous German sanatorium were a number of wealthy Russian patients. One day, while they had gone to take their vapor bath, the doctor in charge coolly searched their clothes and annexed all their money and jewellery, including a number of gold watches. On returning they were told to dress quickly, and then they were put outside the door and were immediately arrested by the police. It is only a few weeks ago that they were released and sent to Holland.

An enthusiastic meeting of the Dumbleton P.L.L. was held on the 16th inst. in the local school. Alderman Macken presided. Quite a

volume of important business was dealt with, members displaying a keen interest in the proceedings. An invitation to debate from the Hurstville P.L.L. was received and accepted, and Messrs. J. Cohen, S. Cohen and F. Shuttleworth were chosen to carry the banner for Dumbleton. The question to be decided is: Are the aims and objects of the Universal Service League opposed to democracy?

At the next meeting an entertainment will be provided by the bachelors, and the ladies are naturally curious as to what form the function will take.

SOLDIER KILLED.

RUN OVER NEAR MERRYLANDS.

Herbert Stanley Dunn, a member of the N.S.W. reinforcements, was killed last week near Merrylands through being run over by a train. The inquest was opened at Parramatta by the District Coroner, the following evidence being elicited:—

Arnold George Symonds, night officer at Merrylands station, said he was going along the line shortly after midnight on the 18th instant, when he saw a man lying between the rails. The body appeared to be sound. He did not touch it.

The Coroner: If that man had been only stunned it would have been a serious thing to leave him there. Did you know he was a soldier?

Witness: Yes. I saw his putties. I went to Goodie and Smith's for a light. When I got back with a young man the body had been shifted.

The Coroner: Did you look for the head?—Not till the police came back.

The Coroner: Did a train pass over the spot while you were away?—Yes. The 11.36 train from Sydney to Liverpool went over the spot just before we got back.

You knew the train would come through. Why didn't you shift the body?—The Liverpool train was running late. I did not expect a train.

The Coroner: You say you made no attempt to shift the body or hold up traffic?—Yes. I thought the best thing to do was to obtain assistance and remove the body.

John Newton, engine-driver, said he found traces of blood and brains on his engine. His train was 18 minutes late at Granville.

William John Mason, guard, said he first heard of the accident at Guildford, when he was told by a soldier that there was a man overboard. The train was full of soldiers. He stopped the train and examined the wheels, but found nothing. The soldiers were very noisy. He asked several of the soldiers to go back and look for Dunn. He had a great deal of trouble at Sydney in getting the men off the train, and he had trouble on the trip. In parts of the train the brakes were applied by some unauthorised persons. He noticed a good deal of bottled beer with the soldiers.

Constable Odewahn, of Granville, stated that the body was frightfully mutilated, and the heart and lungs were found five yards from the body.

The inquest was adjourned for further evidence.

A SAD ACCIDENT.

AN ARDGLLEN RAILWAY MAN LOSES HIS SON.

Mr. and Mrs. Keane, of Ardglenn, had the misfortune a few days ago to lose their twelve-year old son in painful circumstances. It appears that the boy, in company with others, left his home to spend the evening at the river-side, about four miles from home. The report states that the youngsters lit a fire and, becoming sleepy, lay down near it. The air being chilly, young Keane wrapped an oilskin around him and went to sleep. While asleep the cinders of the fire set alight to the oilskin, and his mates were awakened by terrifying screams and were horrified to see young Keane running about in flames. They tried to get near him but could not, and shouted to him to jump in the water. This he did, and the flames were extinguished, but when his mates dragged him out it was found that he was very badly burned. He was eventually removed to Murrumbidgee, where it was found that there was no hope of recovery. His nose, ears and fingers of one hand were almost burned off, and his teeth were dropping out of his mouth on account of the gums being burnt. He died a few hours after admission to the hospital. The father of the lad, Mr. Keane, is a well-known and esteemed railway employee. He was recently transferred to Mungindi, in the north-west, and was away from home, but his wife and family still reside at Ardglenn.

Over at Milson's Point the loco, men do things well. They recently gave a send-off to firemen James Hunter and William Meahan, and cleaners Bert Clark and Fred Allen. The function took place at Beauman's Cafe, and a committee, consisting of Messrs. E. Wallace, H. Cherry, C. Snee, H. Checkett, E. Peters, A. Parsons, A. Carr, A. Hall, H. Wolsey, and H. Taylor, saw that nothing was wanting to make it go without a hitch. —Mr. P. Maloney presided. Mr. H. O. Cherry and Mr. E. Thompson touched on the response of the railway men to the call of the bugle in stirring sentences. They were supported by Mr. Little (steamshed inspector, Eveleigh), and Mr. Young (station master, Milson's Point). The visitors included Mr. F. S. Johnstone, of Kalgoolie, W.A. It was a very successful function.

SENATE ELECTION BALLOT.

Kindly do your best to push the claims of Messrs. Kavanagh and O'Donnell for the Senate Selection ballot.

CLAUDE THOMPSON,
General Secretary.

UNVEILING OF A ROLL OF HONOR.

On Friday last a Union Jack was unfurled at Darling Harbor and a tablet containing the names of those who have enlisted from Darling Harbor was unveiled.

The ceremony took place during the dinner hour, and there was a very large crowd of men present. The S.M. Mr. Day, referred to the manner in which the members of the Darling Harbor staff had responded to the call of duty, and introduced Mr. Cochran, M.L.A., who performed the ceremony. Mr. Cochran said he was very pleased to have been asked to come there and take part in the ceremony and mentioned that this was the only large railway depot where the Union Jack had not hitherto been flying. He went on to refer to the power of the British Empire and the struggle that it is now engaged in. He referred to the liberties enjoyed by the people of the Empire compared with those of many other countries and said that it was a good thing to realise that so many men had gone from the Harbor to take their place at the battle front. Men with families and responsibilities had answered the call, as had others, and he hoped that they would come back victorious. Some of them, of course, would never come back, but the memory of what they had achieved would remain for ever in the hearts of the people of Australia. He believed that eventually the Empire would emerge triumphantly from this great contest, and that the blood of our soldiers would not have been shed in vain. Mr. Cochran then unfurled the Union Jack, which fluttered from the mast-head; and as it did so the men gave three cheers, and all the locomotives in the yard set up such a whistling that one could not hear one's self speak. Mr. Cochran also unveiled the tablet before mentioned which had been covered by the Australian flag. The tablet is to be placed in the timekeepers' office for the present, and contains the following names:—L. Bailey, O. L. Harler, J. A. Minnis, A. Leitch, J. W. P. C. Davis, C. A. Brian, R. Smith, P. W. McLaughlin, T. Conville, W. Wallace, C. Kelly, G. T. Walter, R. Lawson, J. G. Somerville, F. Kitto, W. J. Shearer, J. S. Keppie, G. Cunningham, J. E. Twiss, T. H. Elwin, G. T. Shorman, G. E. Thorogood, J. Davidson, G. Jones, J. E. W. Burns, W. G. Meaney, E. Seale, C. Cawood, G. W. Cowell, A. A. Wallace, H. Dewsberry, V. R. Johnstone, G. Hodge, J. Stewart, R. E. Whalen, J. A. Clark, W. Drummond, T. N. Crow, G. T. Hughes, J. C. Egan, G. A. Hill, J. W. Rocks, N. A. Walford, H. Brierley, J. E. Jennings, J. J. Kennedy, H. J. Manuel, H. R. Owens, F. P. Bowen, E. K. McDougall, S. G. Palmer, H. F. N. Oliver, C. Owens, H. E. Jones, T. H. Clark, E. O. O'Neil, N. L. Chivers, G. E. Plummer, J. H. Prior, G. Hinton, A. McLeod, C. A. Osgood, H. Ross, W. T. Bain, J. S. O'Brien, J. A. Moffitt, F. Brown, J. Whitney, S. W. Campbell, D. H. A. Rutherford, G. Shucks, T. H. Bunnell, H. P. Stewart, W. J. Mugstvan, W. R. Robinson, J. Greenfields, D. J. Murphy, G. T. A. Wilson, J. H. White, H. P. Robinson, L. S. R. McDonald, H. W. C. Hellyer, G. W. Groves, G. O'Byrne, D. A. Gillis.

LABOR LEAGUES.

The usual fortnightly meeting of the executive was held at Macdonell House on Friday last, the 19th November, at 8 p.m.

The Hon. J. D. Fitzgerald, M.L.C., in the chair, and a fair attendance of members.

New branches at Lambton and Lismore were duly endorsed.

Hon. R. D. Meagher, M.L.A., was endorsed for Phillip Ward, and his name was ordered to be placed upon the list of selected Labor candidates. Mr. Henry Edwin Rock was endorsed for the extraordinary vacancy in the Glebe Council.

The jubilee committee reported that arrangements for the holding of the silver jubilee were well in hand, and every anticipation of a successful celebration on Saturday, 27th.

The Hon. the Premier wrote certain statements which appeared in the "Daily Telegraph" as having been made by Mr. G. Dempster at the recent Referenda conference. The executive, after consideration, unanimously decided that the correspondence be published.

A deputation was received from Belmore No. 1, re the desirability of endorsing a second candidate, but the executive, after consideration, resolved to keep to the decision as expressed in the recent plebiscite of the branches, viz., to run one only. Mr. D. Guihen being the selected and endorsed candidate.

DUMBLETON P.L.L.

An enthusiastic meeting of the Dumbleton P.L.L. was held on the 16th inst. in the local school. Alderman Macken presided. Quite a

PERISCOPIC PARS.

Last week 32,453 bales of wool were invoiced to Darling Harbor, about 200 bales less than during the corresponding week last year. Since the commencement of the season (July 1) the increase of consignments over those of last year is 137,143 bales, the total number being 458,417 bales.

The official estimate of the Australian wheat harvest is 150 million bushels, or more than 50 million bushels only the previous record harvest. These figures do not include the Darling Downs (Qld.). The contribution of N.S. Wales is put down at 55 million bushels. The estimated deliveries by the end of March is set down at 95,000,000 bushels, which, if disposed of at 3s 1d per bushel, will give a return of £14,250,000.

IN PARLIAMENT.

In the Assembly last week, in answer to Mr. Toombs, the Treasurer stated that during the past month there have been four break-downs of steam motors on the Sans Souci tram-line. The engines were not worn out, and the laying in of the connections between Kogarah-road loop and Weeny-street was deferred pending settlement of the question as to the method of working traffic at the terminus.

THE LIVING WAGE

It was stated in last week's issue of the "Co-operator" that Mr. T. R. Bavin, chairman of the Railway and Tramway Wages Board, had decided to settle upon a basic or living wage before proceeding to hear claims for increases. We learn that Mr. Bavin announced his decision yesterday and that he has determined to take 8s. 9d. per day as the standard minimum wage. This is an increase of ninepence per day upon the previously accepted standard.

RAILWAY DISPUTES

The engineer's dispute at the Eveleigh workshops, which threatened to assume a serious aspect, has been satisfactorily settled, and the men returned to work on Monday last. The dispute at the Randwick workshops has also been overcome, the men having resumed work on Monday.

NORTON-GRIFFITHS AND COST OF SUPERVISION.

Last week Mr. Price asked the Minister for Works whether he was aware that the expenses of supervision by Norton-Griffiths on the Forbes - to - Stockingbong railway amounted to twenty-five per cent. of the total cost. He asked whether it was a fact that the expenses of supervision amounted to £90 per week to the engineer, three assistants, store-keeper, paymaster and others, while eighty workmen have been employed on the works at a cost of £240 per week. Mr. Cann said that if Mr. Price would give notice of his question he would try to obtain the information. He called for a return every month in connection with other works carried out by this firm, and the cost was included in that monthly return, and comparisons were made. He had come across no case in which the cost of supervision had amounted to twenty-five per cent.; if he found that the work would cost more than the amount estimated by the department he would call attention to it. Mr. Price was quite wrong when he said that there was any supervision work that cost twenty-five per cent. of the total cost.

PERISCOPIC PARS.

Last week 32,453 bales of wool were invoiced to Darling Harbor, about 200 bales less than during the corresponding week last year. Since the commencement of the season (July 1) the increase of consignments over those of last year is 137,143 bales, the total number being 458,417 bales.

The official estimate of the Australian wheat harvest is 150 million bushels, or more than 50 million bushels only the previous record harvest. These figures do not include the Darling Downs (Qld.). The contribution of N.S. Wales is put down at 55 million bushels. The estimated deliveries by the end of March is set down at 95,000,000 bushels, which, if disposed of at 3s 1d per bushel, will give a return of £14,250,000.

IN PARLIAMENT.

In the Assembly last week, in answer to Mr. Toombs, the Treasurer stated that during the past month there have been four break-downs of steam motors on the Sans Souci tram-line. The engines were not worn out, and the laying in of the

APPEALS BOARD.

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

Sec. 87.—(1) Members, Secretary to C.C.—Chief Accountant—C.M.E.—Engineer-in-Chief—Chief Traffic Manager—(2) Employees' Representative (3) Mr. E. D. Campbell, elected by ballot for three years. 88.—(1) Three members from quorum. (2) Decisions by majority vote, Chairman having second or casting vote. 89.—No member to hear appeal when applicant belongs to branch of the Service of which he is head. 90.—Sec. to C.C. convenes meetings of Board, and keeps records of proceedings. 91.—Appeals must be lodged within 7 days, and heard within 30 days of being lodged. 92.—(1) Board may administer oath to witnesses. (2) Appellant entitled to have witnesses examined on oath, and to be represented by solicitor, solicitor or agent, who may examine witnesses and address the Board. (3) Board may decide any appeal as they think fit, and on order. 93.—(1) Decision of Board final, except punishment involves dismissal, or reduction in rank, position, grade, or pay, when appellant may within 7 days appeal therefrom to Commissioners. (2) Thompson C.C. and one Assistant Commissioner together hear, and confirm or modify appeal, such being final. (3) Appellant has same rights on appeal to C.C. as before (see in Sec. 92 (1), (2), (3)).

THE BOARD.

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

TUESDAY, NOVEMBER 9.

FAILING TO CLEAN OUT TRUCK.

JOSEPH GEORGE STRAUSS, transhipper, Albury, 9s per day, was fined one day's pay (20/9/15) for having failed to clean out truck 6226 before it was loaded (9/9/15). The appellant pleaded guilty and was defended by Mr. Thompson, General Secretary of the "All Grades."

J. Love, S.M., Albury, said that the appellant worked under him. He could not give appellant's hours of duty, but thought they were from 8 a.m. to 6 p.m. He remembered a complaint from Lockhart to the effect that the truck was in a filthy condition and that it contained two dead lambs. It was appellant's duty to clean the truck. There were standing instructions on the subject of cleaning trucks. He was not aware of anything to prevent Strauss from examining trucks before loading Strauss was in charge of the road from which the timber was loaded. It lay between Strauss and the other head porter, who signs on at 9 a.m. The head porter would have to look round the yard. It was reasonable for the head porter to allot the duty of examining the trucks to Strauss.

To Mr. Thompson: He did not specially supervise the staff. He gave general instructions to the staff. He had not a copy of the staff and duty sheet; the extract read was a summary of Strauss's duties. He saw a number of casual hands daily, sometimes twenty or thirty; there would be four or five gangs of them about the yard. He would have to go about on the gantry road. He had no knowledge of the circumstances under which S6226 was loaded. He considered that Strauss should have seen that all trucks in the road were cleaned. The checking of the consignments and ticketing was the most important part of appellant's work. The head porter did not tell witness that Strauss had too much to do. He could not say how many trucks Strauss loaded that day.

To Mr. Campbell: He could not say whether Strauss had ever seen weekly notice No. 27, 1916, or not. He considered it would be better if the C.A. were available for every man. If the agents' men took a truck that was not allotted to them they would take the responsibility of doing so.

Joseph Geo. Strauss, transhipper, said that he checked the contents of thirteen trucks which were transhipped in two hours. He produced a note-book in which he noted the contents of each truck. He allotted 5771 for the loading of the transhipper because it was clean. Regarding 6226 he did not allot that. He then went away checking. There were four gangs loading at the same time. When he came back he found 6226 had been taken by the agents' men for the loading of the timber. It was almost loaded. He allotted the agents' men their trucks and was compelled to sign all the receipts for loading. He always saw that trucks for loading were clean. Had been in the service three years. He had to leave the loading of the timber to check the others.

To Mr. Kitching: General goods were not loaded under him. If he found the loading outside the gantry he would make them alter it. He asked the men why they took the wrong truck, and they said they wanted the long S. The reason he had not cleaned S6226 was because he had not time to see to it. He generally tried to see the trucks cleaned as they were required. He could not always have them all cleaned before they started loading. It was impossible for him to clean all the trucks before the agents or casual gangs started loading. There were about thirty trucks on the gantry road that morning. When he came back the floor of the truck was covered with timber, and he could not see the condition of the floor.

To Mr. Lucy: He did not report the change of trucks; there was no need to do so because he put the correct number of the trucks on the consignment note.

The Board considered that there was a doubt about appellant's culpability and decided to uphold the appeal.

ERRONEOUSLY CLOSED POINTS.

PATRICK JOSEPH MCGIVERN, fifth-class signaller, Newcastle relief, 10s 6d per day, was fined half a day's pay (6/10/15) for having erroneously closed No. 5 interlocking points as BX1488 was passing over same, with the result that it was derailed (West Maitland, 22/9/15).

Appellant pleaded guilty. Cornelius O'Keefe, shunter, said that the derailment was caused by backing five cars off No. 11 into the turntable road to stow them. He was going to put the other three in the dock. The bogies of the third car were standing on the points. He backed in and went in to cut off, and as he came out the N.O. was there. He then gave the driver a white light and waved him ahead. He gave no green light. As the driver went ahead the trailing bogies became derailed. As he waved ahead he heard the signaller call out "Do you want the dock? Just then the derailment took place.

To the appellant: He (witness) had a look at the points before he cut off. Half a minute before appellant waved him ahead he (appellant) did not turn the disc. There was no need for him to do so because the driver was not behind the disc. The bogies were just over the catch points.

Clairence Hunt, N.O., West Maitland, said that the derailment took place in the turntable road. They were going to put two in the turntable road and three in the dock. They set back to put the two in when the shunter cut off the two. O'Keefe got out and waved the driver ahead, and the catch points closed. Witness was only two yards away. The rear bogies were derailed. He saw no green light given to alter the points. Regulations provided that a green light must be given.

To the appellant: The carriage bogies were just over the catch points. The disc could have been off. It was on the opposite side of the cars to where witness was. O'Keefe started waving ahead just as he came out, and it might have been a minute before the derailment occurred.

Patk. J. McGivern said that after O'Keefe backed into the turntable road he was called by East Maitland about a train running. He then turned to attend to the shunting and went to the window and called out "dock." This was a new box and only his second night in it, with no experience in the electric interlocking. He had to feel his way. He put the points back, and he contended that it was over a minute. He had no previous experience of the lamp diagram, and the electrician told him that if a lamp was showing the points could not be moved. If such were done it was a failure electrically, owing to a dirty rail. He had no previous knowledge of the electric working, and went into the box one night before and did not even know the new yard. The only thing he knew was the traffic. He knew the regulation re general appendix, and admitted that he did not get any light from the signaller.

The appeal was dismissed.

ABSENT WITHOUT LEAVE.

JOHN THOMAS KEYS, horse driver, Bullock Island, 10s 9d per day, was ordered to lose pay while under suspension and be dismissed. The charge was absenting himself without leave, 24 and 25/9/15.

The appellant pleaded not guilty. Geo. W. Gilbert, clerk, said that as there was no word from Keys about his absence on 24th or 25th September, he was instructed to see him and find out the cause of his absence. He went to the hotel and saw Keys, who said that he had heard that his brother was dead, and he wanted to go to the Labor Bureau to find out whether it was true. He also said that he told Jones and Tarrant to let the office know. Witness told him to go along to the office and see the foreman, but he did not turn up. Tarrant had enlisted.

To appellant: He (appellant) told him that he had heard of his brother's death, but could not find out for certain. Appellant told him that he went to town to find out if it were true. Appellant promised to come down at 2 p.m. Witness knew the rule was that if a man did not send word before 1 p.m. on Saturday he was not allowed to start on Monday. The rule was stretched, and men were permitted to start on Monday after sending word on the Saturday. Witness saw appellant on the Monday. He was then lying down in his

room. He came to the office and offered to start work on the night shift. He was suspended when he did not show up on the Monday.

To Mr. Campbell: In the ordinary course Keys would have been on night shift on the Monday. He did not know whether it was true that appellant's brother had died, as stated.

Wm. Jones, horse-driver, said that he knew Keys. Keys did not ask him to inform the office that he could not come to work.

To the appellant: He did not remember Keys asking him to tell the office of his brother's death.

John T. Keys, horse-driver, said that he was at the hotel and a man told him that his brother had recently died. He wanted to go to the Labor Bureau to find out if the report was correct. He left word at the place where he was residing to tell the crane supervisor that he would not be at work. What he wanted to do was to find out if such was the case and make arrangements for his burial. He afterwards ascertained that the men who were working with him had buried him. Tarrant was present when he told Jones to inform the office of his situation. He had written to the Lithgow hospital to ascertain the facts but had no reply.

To Mr. Chiplin: He told Mr. Gilbert that he had told Jones and Tarrant to leave word at the office. He told the girls at the hotel first and then he told these men after. He thought the girls would tell the office.

The appeal was dismissed.

FAILING TO SECURE GOODS TRAIN.

LAWRENCE ROBERT WILLIAM DARGAN, porter, 8s 6d per day, Sydney relief (acting first-class shunter, 10s per day, Waterfall) was fined two days' pay (2/10/15) for having failed to properly secure up-slope roads train, which was standing on the weighbridge road, before he detached train engine, with the result that the train ran back, derailed brake-van and three trucks at catch-points, which derailed the up-main line (Waterfall, 2/9/15).

Appellant pleaded not guilty. Frank Snadden, relief N.O., said that the up-slope arrived at 7.3 p.m. The guard should have applied his brake and then signed off. He should not secure the train in any other way, because the shunter might want to pull the train ahead for weighing. The train engine went into the loco. at 8.7 p.m. When the train ran away he was on the Sydney end of the platform, about twenty-five yards away. He went to the van after the derailment and found brake off. He did not examine the front of the train. He was anxious to get the road clear, and pulled the front portion away. The road was on a falling grade, about one in ninety-five in places. The train stood over an hour without an engine on it.

Wm. A. Smith, guard, said that he was guard of an up-slope which arrived at 7.3 p.m. He drew into the weighbridge road at that time. He had 586 tons of a load. He screwed his brake on and went and signed off and proceeded home. The road was on a falling grade. He was certain he put the brake on. After the air top is turned one could get two or three more turns out of the wheel brake.

To Mr. Campbell: The wheel brake blocks and air blocks operated together.

L. R. W. Dargan said that he detached the train engine, applied the three hand brakes, and put in three sprags in first, third and fifth trucks, then cleared the engine road for the train engine. He then went shunting at the north end of the yard. He could not say whether any trucks had been dropped on; he gave no instructions to do so. He went straight to the rear to see about clearing the main line, telling his assistants to pull the front portion off. He considered that if the brake had been put on in the van it would have held the rear portion of the train. He did not go back to examine the rear of the train because it was usual for the guard to secure that end. He was under the impression that the guard was still in his van. He had word from the station to let the engine into the loco, as soon as possible, as it was wanted to run another train. He wanted to work as quickly as possible and could not wait to walk back and examine the rear of the train. If he did the work would not be done.

The Board considered that, in view of all the circumstances, the fine should be reduced to one day's pay, and directed accordingly.

THURSDAY, NOVEMBER 11.

AWAY FROM WORK WITHOUT PERMISSION.

HARRY L. SAWYER, crossing builder, signalling workshops, Sydney, 10s 6d per day, was fined 5s (15/9/15) for idling and being away from his work without permission, 10/9/15.

THOMAS WESTBURY, electric driver, Dowling Street, 10s per day, was fined 2s. 6d. (5/10/15), for failing to stop at Bourke Street, which is a regular stopping place, whereby an intending passenger was inconvenienced (24.9.15).

JAMES CARROLL ROBERTS, casual conductor, Dowling Street, 8s. per day, was fined 2s. 6d. (5.10.15), for permitting his driver to run through Bourke Street on the same occasion.

Appellant, who was defended by Mr. R. Corish, "All Grades" organizer, pleaded not guilty.

H. Grimshaw, foreman blacksmith, said that on 10/9/11 he was passing through the shop and saw appellant on top of a boiler which was being repaired. He walked down the shop and then came back and stopped opposite Sawyer's fire. He saw Sawyer come out of the man-hole of the boiler and asked the leading hand what Sawyer was doing in the boiler. Witness reported the matter to Mr. Iredale, who asked him to get an explanation.

To Mr. Corish: Witness had about 120 men under him. His impression was that appellant was in the boiler. He had no occasion to watch Sawyer, who, in his explanation, asked for an inquiry. He found Sawyer a good workman.

To Mr. Mars: It was possible for Sawyer to have been on the off-side of the boiler. Witness would then have seen his head above the man-hole.

Jas. McIntosh, engineer, said that his attention was drawn by Grimshaw to Sawyer, who was on top of the boiler.

Harry S. Sawyer, the appellant, said that on this occasion he went to the lavatory and on coming back he was called by the boiler-maker. He could not hear the man very well and got on top of the boiler and lay down and put his face down the man-hole, and the man inside gave him a message that he was required at the Trades Hall in connection with a case he had against the Chief Commissioner.

The boiler-maker was in the barrel of the boiler. He had his lunch at the shop, and he did not see the boiler-maker before that day.

Jas. Moran, boiler-maker, said that he called out to Sawyer as he was passing the end of the boiler, and told him he was wanted at the Trades Hall in the morning. Sawyer came to the top of the man-hole and asked him what he said, and he again told him. He had his lunch in the shop that day, but not with Sawyer.

Decision.—Appeal upheld.

BREACHES OF RULES.

ALFRED JOYCE, washout-man 10s per day, was dismissed 7/10/15 on the following charges:—(1) Breach of rule 12a in being, in the opinion of his officers, under the influence of intoxicating liquor while on duty, 20/9/15; (2) Breach of rule 2 in refusing to give his written explanation when called upon to do so, 20/9/15.

The appellant, who pleaded guilty, said that he had a drink that day, which had an effect upon him, and he got excited.

It was stated that the appellant did not start work until 6.20 p.m. instead of 6 p.m., and some time after he was asked to be under the influence of liquor and was taken to the charge-men's office and charged with the offence. He was asked for a written explanation, which he refused to give.

In view of the appellant's plea and his good history, the Board dismissed the appeal.

READING A NEWSPAPER.

GUSTAVUS ADOLPHUS SCHUBERG, conductor, Waterley, 9s per day, was fined 2s 6d (9/10/15) for reading a newspaper on a train which he was driving, and having both hands off the controlling handles when in traffic, 22/9/15.

The appellant pleaded not guilty. Wm. Muir, tram inspector, said that he was riding on a down car in Oxford-street on the platform and saw a car approaching. The driver of this car had a paper in his hands and was reading, and both of his hands were off the handles. Witness boarded his car on the return trip and told him of it, and he replied that he was folding the paper.

When he first saw appellant he was about twenty yards away. He said that he was folding the paper, and made no remark about rubbing grease off the controller.

Thos. Wallings, driver, said that Muir was on the platform of his car and drew his attention to a train approaching, the driver of which had both hands off the controller, and had a paper in front of him and was looking down at it.

Gustavus Schuberg said he had five years' service. He was approached by Eddy Avenue and was crossing over Green's Road when he saw some grease running down the controller box and took up a piece of paper and was cleaning it. He had his hand on the air controller, and was wiping the grease off it. On the return trip the inspector boarded the car and told him and he said, "No, not me."

The car was a very low one, and the inspector might have thought he had both hands holding the paper. It would be necessary for him to look at the controller occasionally, but he was running very slowly.

The appeal was dismissed.

RUNNING PAST A STOP.

THOMAS WESTBURY, electric driver, Dowling Street, 10s per day, was fined 2s. 6d. (5.10.15), for failing to stop at Bourke Street, which is a regular stopping place, whereby an intending passenger was inconvenienced (24.9.15).

JAMES CARROLL ROBERTS, casual conductor, Dowling Street, 8s. per day, was fined 2s. 6d. (5.10.15), for permitting his driver to run through Bourke Street on the same occasion.

Westbury pleaded guilty, and Roberts pleaded not guilty.

Thos. Westbury said that he left Cleveland Street at 5.36 and picked up a load of soldiers from the Show Ground. The whole of the seating was then occupied. He stopped at Dowling Street, and all fares were not then collected. There was only a short stop between there and Bourke Street. At Dowling Street there were passengers who could not get on, and knowing the conductor was a casual hand he took it on himself to run through. He waved his hand and sounded the gong to indicate to intending passengers that he was full, and there was another following.

The appeal was upheld.

THE BOARD.

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

MONDAY, NOVEMBER 15.

ABSENT FROM DUTY.

Cecil Hooper, conductor, Waterley, 9s per day, was dismissed (9.10.15), on the following charges:—

(1) Absent from duty under unsatisfactory circumstances (24.9.15). (2) Failing to notify depot master of change of address, thereby disregarding regulation No. 2.

Appellant pleaded not guilty to charge 1 and guilty to charge 2. Ed. Surville, starter, said that he received instructions from the depot master to visit Hooper's residence. He went to the address given, but was told that Hooper did not live there, but at 57 Elizabeth Street, Paddington. Here he was told that he had gone to get paid before dinner, but had not returned. He was also told he had a bad throat and might have gone to a doctor.

To the appellant: He was asked in by the lady, she did not tell him that appellant came home with his pay. Witness was only told that he had complained of his throat, and might have gone to a doctor. Witness had no recollection of being told that appellant came home with his pay.

Jan. Cairns, shed foreman, Waterley, said that appellant was booked up for duty at 4.30 p.m. A. R. Collins rang up at 4.28 p.m. saying that he would not be able to turn up. Collins refused to give his address.

Phillip Kelly, inspector, said that he knew appellant, and was directed to accompany him to interview a man named Lyons. Appellant has previously handed in a letter signed by Lyons, who stated that he was present with the appellant when he was at the doctor's. Appellant admitted that the letter was not signed by Lyons, but by a stranger whom he could not find.

To the appellant: The appellant told witness that he could not find Lyons, that he got the man to write the letter.

Chas. Walsh, inspector, said that he was timing the arrival and departure of trams at Todman Avenue after 11 p.m. No tram arrived at 11.16 on leave for the depot. He was positive of this.

To the appellant: He was about three yards from the road, and could not see the numbers of the cars.

Herbert Geo. Tighe, acting sub-inspector, gave similar evidence.

Chas. F. Thomas stated that he booked appellant's car in at 11.17, his time was 11.20.

The appellant said that he ran to the terminus on this trip, and considered that he arrived there at 11.16 or 11.17. He was running a bit ahead of time, and believed the Bundy Tape showed him to be ahead of time. He had a reason for running ahead of time. If he had arrived at the depot early he would have been able to catch the last tram home from Crown Street.

The board considered the case would be met by a caution, and directed that the fine be remitted, and a caution substituted.

DELAYING A TRUCK.

EDWARD MULHERON, 4th class station master, Waterfall, £265 per annum, and £50 per annum rent, was fined five shillings (19.10.15), for having failed to make proper arrangements for the prompt despatch of truck 11178, ex Coal Cliff to Newtown, resulting in delay, 1.9.15 to 8.9.15.

The appellant pleaded not guilty. Jas. J. Marks, clerk, said that he dealt with papers on the subject of delay of a truck of coal, Coal Cliff to Newtown, and got reports from Mr. Mulheron, in which he said the truck left for Heathcote, and was stowed away there. In another report he said the truck arrived with the door pln missing, and was put in the coal road for attention. The truck was despatched to Heathcote on the 4th. He received a wire from Alexandria to hold their traffic back until further notice. The wire was timed 5.45 p.m. on 4th.

Hector McPadden, yard master Heveligh, said that he remembered wires being sent to block back traffic on 3rd September. At 8.20 p.m. he wired to hold the train with metal until further notice. On 15th he sent another to hold Alexandria traffic back until further notice. On 16th he sent wire to only send on the train of Alexandria traffic after midnight. He never sent any word for Newtown traffic to be held back.

To the appellant: He got no advice of Newtown traffic from Waterfall on either the 1st, 2nd, or 3rd. Ed. Mulheron, S.M., Waterfall, said that about this time the traffic was congested, owing to shortage of engines. Waterfall has only three roads on which to work, and he had to send it on to Heathcote to stow away. Erskineville blocked back on 4th. The Newtown truck must have been sent to Heathcote on an Alexandria load. Heathcote did not give him any advice of Newtown traffic up to 4th. His first knowledge of the Newtown truck being short was on the 8th. Truck 11178 arrived on the 1st, out of repair, and was put in coal road. From the 1st to 8th he treated 5138 trucks on the up journey, or over 11,000 trucks in the eight days. He was not on duty on the 6th at all. The N.O.'s had to deal with what came under their notice in their hours of duty. He made arrangements for stowing at Heathcote, and a record was kept. If the record was correct it would show when the truck is question was sent there. Heathcote should keep the record of how it was lifted. On the 2nd an accident blocked traffic for six hours. The yard was that congested on the 4th that they had no chance to deal with it. He had to send 1400 tons to Heathcote to stow. According to his returns he had no Newtown traffic blocked back. His record would show what traffic was sent to Heathcote, but he had no record of when the truck was lifted from Heathcote. They had other trucks in their yard which were under load, and over date. It was impossible to give preference to one truck.

The board, in view of all the circumstances, considered that a caution would meet the case, and directed accordingly.

Scene: A country railway station.

A couple of men busily engaged loading sheepskins, etc., into a truck. One casually walks along to the engine-driver and enters into conversation.

Terrible war this.

By love, can't the Belgians fight?

Yes, so can the British.

Yes; France don't seem to be making such headway.

No, but the Russians are shaking them up.

Anthony Horderns' for Every Xmas Want.

Reasonable Suggestions... that will make light of the present problem are illustrated in

Anthony Horderns' Xmas Price Lists,

Which demonstrate in the most practical way, the marvelous economy to be found in—

Anthony Horderns' Famous Low Prices

Write for copies, posted free on request, they place selections for the magnificent assortment we offer at the command of everyone. Here are four useful lists:—

- Guide to Picnics' Paradise.
- Presents to Suit Every Purse.
- Xmas Groceries, Perfumery and Tobacco.
- Books for Xmas and Leisure Hours.

ANTHONY HORDERN & SONS, LTD.

Only Universal Providers, New Palace Emporium, Brickfield Hill, Sydney.

A RAILROAD PRESIDENT.

In America a president of one of the large railroad companies may receive anything from 25,000 to 100,000 dollars per year as salary, and he has from four to ten vice-presidents to take charge of various important parts of the whole work. The job requires exhaustive training, keen thinking and constructive generalship, for as head of only one of a large number of big transport concerns in the United States he has many competitors to fight, and he has shareholders perpetually clamoring for dividends. It may be understood that the job is not a simple one. It requires a man with an immense store of nervous and physical energy. A writer in "The Railroad Man's Magazine" tells of the work that has to be done by a one-hundred-thousand dollar president on an average day, and he takes the notes of a private secretary for one day, picked at random, for purposes of illustration.

The president arrives at his office at 8.30 a.m. From 8.30 to 9 he sees the general manager, and decides to move the company's shops on a certain division from Smithtown to Jonesville. He "O.K.s." the order to extend the Wimple branch line, and regretfully determines not to order five thousand new box cars because of the demand for a dividend.

At 9 o'clock the auditor comes in for some attention. The president wants to know why ton-mile costs are not going down when ten new and powerful locomotives have just been put in service on the new Metropolitan branch.

The legal department has a man waiting, so the auditor gets away shortly, and for twenty minutes the president and the lawyer discuss what had better be done about the city fathers of Gratville, who insist on holding up the railroad with a speed ordinance, but may be bought off with a new station.

A delegation enters at 9.30 to pray for a new suburban train, and to kick about the present trains being late. Cigars all around, a pleasant word, some statistics showing less than two per cent. of late arrivals in the past six months, and a promise to look into the new train, require no special effort, but take time.

The private secretary is at his elbow, and the president gives five minutes to a dozen newspaper reporters who want information as to the probable dividend, the new extension, and the threatened strike in the yards. The president sees the reporters and tries to satisfy them without saying anything except something non-committal.

An old friend comes in, wanting a position for a relative.

A switch-tender with a grievance gets to the president because they once pulled freight together.

Old Tom Hargrove, in town on his annual visit, drops in to be assured that his job of crossing-keeper is good for life—and takes up time.

A delegation arrives from a neighboring city to ask the president to address its chamber of commerce. A letter would do as well and consume less time; but the delegation represents the public, and the public must be pleased.

A Governor and two politicians occupy half an hour for campaign contributions.

The traffic manager, the passenger agent, the freight-traffic man, must have a few minutes for reports, suggestions and instructions.

At 11 o'clock the president denies himself to all callers and gives three stenographers a couple of days' work. Not letters, the president has no time for letters.

"Beeston, Chicago. Can't accept proposition. Be polite." is one note. "Carford, St. Louis. Hold up. Refuse. Make it strong." is another. These notes and the letters they refer to are turned over to the secretaries of the secretary, who write the letters. They are submitted finally to the private secretary, who reads them, and either approves or carries them to the president.

After luncheon, during which he probably talks business with a banker, the president takes up an engineering problem—the construction of a cut-off, the new bridge, a new terminal at Skeedunk, or some similar project.

An hour of this and he must see the general counsel, who reports on several important suits: A tramp killed last year turns out to be the long lost son of a millionaire. The road must pay. The Mayor of Pat-towen, who has a grudge because he cannot work a pass, uncovers a flaw in the road's title to certain land, and threatens trouble. The road must pay. Some injured racehorses cause trouble because their owner wants the road to buy them outright. Mrs. McGinnitie's cow has jumped another hundred dollars in value. Scrogge and Gouge have sued for 50,000 dollars because a drunken passenger stumbled in the aisle of a moving car when he was advised to keep his seat.

The purchasing agent is next summoned and told about a new deal in oil which the president has engineered. He is complimented on his showing in stationery and hailed over the coals for the spikes he is buying.

Next comes a batch of mail to be signed, and at 4 o'clock there is a meeting of the executive board to consider a proposed consolidation bond issue.

At 5 o'clock the president is to meet the representative of the greatest shipper on its eastern line to see what can be done about next year's business for which a rival is bidding with unheard of concessions.

Finally comes the secretary with to-morrow's list of engagements.

At 6 o'clock the president, if he is lucky, apologizes to the representative of the shipper for keeping him and he is supposed to forget everything and enjoy himself so that he can be fresh for to-morrow.

ANSWERS.

"C.W.": Newcastle: The "Co-operator" hasn't room for long stories, and in any case the vaccination yarn is too long and tedious.

"Inquiry": Answer next week.

"J.C.": Verses good as regards sentiment, but one or two of them require reconstruction to make them really as good as the subject deserves. Remodel first, second, and fourth verses and send again.

"Fettler": As the adjoining property is not fenced we do not think that the owners would be justified in destroying your fowls, and we do not think that he could compel the Commissioners to fence the railway property. We cannot see that the person would have any grounds for complaint until he himself took steps to prevent the fowls from trespassing on his property by fencing it in. In any case, as the Commissioners own the property upon which you reside the notice would not have to be served upon you.

Mr. John W. Doyle, Secretary of the Eight Hour and Labor Demonstration Committee, Sydney, writing on July 1, 1915, said: "It gives me much pleasure to state I have found REAN'S ESSENCE an exceptionally good remedy for colic, of its moderate price and rapidity of action should make a special appeal to workers with large families. REAN'S the home REAN'S ESSENCE is obtainable from Chemists and Store. Two shillings' worth makes one pint of the best quality Cough and Sore Throat Remedy—as much as you can get of ordinary mixtures for 15s."