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

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THE DEMARKATION TROUBLE.

COACHMAKERS AND ASSEMBLERS.

CRAFT ENCROACHMENTS. CANNIBALISTIC UNIONISM.

There is a prospect of industrial trouble at the Eveleigh car and wagon shops, but in this instance Mr. Milne's "hydra-headed monster of anarchy" is not at the bottom of it. Perhaps in a case of industrial cannibalism, in Papua and other places where man is yet living in the stone age, it is no uncommon thing to hear of tribes eating their enemies, but even these benighted heathens do not as a rule eat their friends, and that is exactly what the activists at the car and wagon shops are endeavoring to do. For many years the assemblers have been in the habit of performing a specific class of work in connection with the operation of car and wagon building. This work involves a certain amount of skill and knowledge—to a large extent it is a trade that can only be acquired by experience—it carries with it a greater responsibility than that of an ordinary laborer. This fact has been recognized by the Department as far back as the oldest hand can remember, practically since the works started. Not only has it been recognized by the Department, but all classes of workers in the shops have always looked upon it as a settled thing that assemblers should undertake this specific work; their right to do this work was never before questioned and large numbers of the assemblers at present engaged in the shops, gravitated from the position of shop boy to that of laborer, and then to that of assembler, and they receive the additional pay that the position carries with it. As far as is known these men carried out the work in a satisfactory manner. They have ever been regarded as an intelligent body of men fulfilling a useful task in the scheme of things. Now we find that the coachmakers are endeavoring to disturb the quietude that has existed for so long. They have, apparently, developed cannibalistic tendencies and have a desire to eat up their fellow workers belonging to another union, for they claim to have the right—the exclusive right—to ninety per cent. of the work at present being done by the assemblers, who, for the most part, belong to the Amalgamated Association. The wage of the assembler is 9s. 4d. per day, that of the coachbuilder is 12s. 8d. a difference of 3s. 4d. The reason for the discontent and indignation of the assemblers is not, however, the difference in the wage they receive, but the new claim, made by the coachmakers that they shall have the sole right to the work of attaching draw-gear, buffers, w-guards, v-irons, etc., and to generally attach iron, and other metal, to wood. The assemblers at once raised objections to this unwarrantable intrusion upon their rights, and it may be here emphasized, that they do not intend to sit down and meekly submit to be deprived of that which they believe to be, and what really appears to be, their right according to all the rules of equity and good conscience.

The subject presents itself in several aspects. Regarding it as an invidious, Hun-like attack by one union upon another it is impossible to condemn it too severely and nothing can be said to justify it. It is, as already stated, an act of industrial cannibalism that no self-respecting union would descend to under the greatest provocation; it is an act of men whose ethical standards are in keeping with those of our anthropoid ancestors, whose law of life was "eat or be eaten." It is an act one might expect to see performed by the square-headed German who spells culture with a "k" and who delights in anesthetizing his enemy with poisoned gas. As a rule, however, much unions may differ in matters of tactics against the common enemy, or upon questions that are non-vital to unionism and its bed-rock principles, they usually recognise an ethical standard that will not permit them to regard a rival union as an enemy to be slain and devoured. The coachmaker's union in thus attempting to stay the Amalgamated by stealth has revealed itself as a fanged wolf that is afraid to come out in the open daylight, but waits in the

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J. H. DAVIES, Secretary.

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WAR LOANS AND RAILWAY WORKERS

A Byrock ganger draws the "Co-operator's" attention to the following letter, which appeared recently in the "Daily Telegraph":

Sir,—I notice in your issue of the 16th inst. that the Railway Workers' Union has passed a resolution urging upon the Government that all contributions to the war loans should be made free of interest. Now I want the railway workers to go a step further. The railway workers are the best paid wage earners in the State, and the lightest worked, and their wages are paid by the farmers and other producers who have to make the money by working twelve and fifteen hours a day and taking the chances of the sea-

son. What I will ask the railway workers to do in this war crisis is to make a levy of 25 per cent. of all wages earned and pass the sum so created into the war loan free of interest until the war ends. This would perhaps set an example to other unions, and can be done now—at once—Yours, etc., "FARMER."

It is not a fact that railway workers are the best paid wage earners in the State; it is not a fact that they are the lightest worked; it is not a fact that farmers—who, farmers who know their business—have to work twelve and fifteen hours a day, or that they have to take any more chances than other workers. The majority of the railway workers are not receiving sufficient wages to enable them to meet their needs—they very often have to work long hours, and the bulk of them are not paid when they do not work, and

therefore are subject to reductions through wet weather. "Farmer's" premises being false, his inferences are equally at fault, in fact they are so obviously foolish that our correspondent need not allow such fatuous nonsense to disturb his peace of mind for a moment.

RAILWAY & TRAMWAY WAR FUND.

The latest report from the secretary, Mr. G. A. Hodgson, dated 24th February, shows that since last statement, 24/1/16, £934 10s 10d was received in subscriptions, and with balance added, £125 13s. 11d., makes a total of £1060 4s 9d in hand. This was allocated as follows:

To maintenance of three huts at Netley, £300; Citizens' War Chest comforts for Australian soldiers, £500; assistance to returned wounded railway men, £10; six cases of assistance to dependents of railway men killed in action, £40, leaving a balance of £210 4s 9d forward.

The secretary received a letter of thanks from the recipient of £10, expressing his appreciation of the help given, and adding that if the men subscribing could see how well the money was being spent, it would give them encouragement to continue their efforts. The secretary says that next month closes the third half-year of the fund's operations, and the balance sheet will be issued as soon as possible. He forecasts that as usual the most of management and other expenses will be nil.

The Jollywells

The Jollywells keep always been Of Evening Sports King and Queen.

In Fancy Dress With Cousin Bess They dance till late, We must confess.

A supper light Is their delight—"Bess" Goods again—"They" he made just right.

Between a Ducky and a Chicken.

there is a strange affinity. The one is descended from Ham and the other from Eggs. Ham and Eggs—See? Naturally enough, we think of

"Rex" Ham Pate

which is certainly closely related to Ham, being made from the self-same salt-and-sugar-cured "Rex" product of that name, ground fine to a pre-masticated state, cooked en casserole, and seasoned with pure spices. There seems to be a strange affinity between "Rex" Ham Pate and Housewives who have sandwiches to pack.

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"Rex" Lamb's Tongues in Jelly, 1lb. tins,
"Rex" Sheep's Tongues in Jelly, 1lb. tins,
"Rex" Luncheon Cheese, in decorated tins and opal porcelain jars of British manufacture.
"Rex" Brand Lard for cooking purposes, in 1lb. tins.

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THE TURF.

Very slow pace was put on for the first two furlongs in the St. Leger on Saturday, but the final mile was run in fast time.

Iownit, who ran third in the Newmarket Handicap, has not long returned from the stud, where he served for a season.

Westcourt may have troubled Patrobas in the St. Leger, had he not run wide at the finish.

At the trots at Victoria Park on Saturday the following scored: Globe Forby Rye, Black Wilkes Jun., Braidwood, Birchwood, Maid, and Rock Boy.

Red Murphy showed great pace in the Maiden Handicap at Moorefield, but he failed to run out the six furlongs.

The Orange Cup on Saturday was easily won by Black Ink.

The Newmarket Handicap was run against a strong headwind, and this accounted for the time, 1m. 15s., recorded, being slow.

Maharajah cut up after going about half a mile in the Newmarket Handicap.

Woorak did not show his usual dash in the Newmarket Handicap, but he finished well.

Ise of Spye, who promised to be extra good, apparently has gone off. He was a starter in the Sire's Produce Stakes at Flemington on Saturday, but ran badly.

Sydney trained horses did well at the opening day of the V.R.C. Autumn Carnival on Saturday, when Wolaro, Giri, and Lingle scored.

After running nowhere in the Newmarket Handicap, Kylon was saddled up later in the day in the Essendon Stakes, and finished third.

Chief Garder won a double at the Upper Manning Races on Saturday. Mousoun also accounted for two races at the same meeting.

Lady Bonform accounted for the principal event at Maitland on Saturday.

The Bobadil-Duenna colt Burradoo showed great form at Moorefield.

Victoria Park trained horses won four races at Moorefield on Saturday.

Lady Liddell did not get away too well at the start in the Flying Handicap.

dicap at Moorefield, otherwise the pony would have run into a place.

Cavan Boy appeared to interfere with Hot Cake near the judge's box in the Rockdale Mile at Moorefield.

MOOREFIELD.

WINNERS, S.P., RIDERS.

Goally, 4 to 1 (Hutchins). Burradoo, 3 to 1 (Walker). Margarita, 5 to 1 (Manning). First Stitch, 10 to 1 (Cook). Delara, 5 to 1 (Troy).

There was a splendid attendance at Moorefield on Saturday. The day was fine and hot, while the going, as expected, was O.K.

For the Maiden Handicap Inverkip went out favorite, while Goally was next in demand.

Anotto was first to show out, and when going led from Goally and Red Murphy, with Unanimous, Goally, Inverkip, and System handy.

Red Murphy took charge at the turn showed the way to Anotto, Goally, Inverkip, and System.

Goally led into the straight, and coming on won nicely from Inverkip, with System a good third, Velearte fourth, Unanimous fifth, Quinologist sixth, and Red Murphy seventh.

Royal Dude was the elect in the Nursery Handicap, but Burradoo came in for solid backing, and started at 3 to 1.

Krithea and Burradoo were first out, and at the three furlongs Burradoo led from Krithea, Miss Felicia, Lounody, and Royal Dude.

At the home turn Burradoo was only half a length out from Royal Dude, with Miss Felicia and Krithea next.

Burradoo drew away in the straight, and eventually won easily from Royal Dude, with Krithea a fair third, Miss Felicia fourth, Earl San fifth, and Lounody next. The others were strung out.

Herringbone was the elect in the Flying Handicap, the next backed being Margarita and Rualma.

Herbie was first away, but when going Margarita took up the running and led from Obvious. At the five furlongs Margarita and Obvious were together from Rualma, with Herbie and Lady Liddell next.

Margarita led by a length from Rualma into the straight, and coming on won easily from Herbie, with Gandra third, Lady Liddell fourth, Rualma fifth, Herringbone sixth, and Mythic at the head of the others.

Beanri started favorite in the Kogarah Stakes, but she failed to fill a place.

Upheaval was first to show out, but at the six furlongs Linbee led by two lengths from Ladur Queen, with Aye Aye Sir, Upheaval, First Stitch, and Beanri next in that order.

At the half mile Linbee showed the way to Aye Aye Sir, Ladur Queen, First Stitch, and Beanri. First Stitch headed Linbee as they turned into the straight, and never afterwards being troubled won easily from Ladur Queen, with Metfa a fair third, Linbee fourth, Aye Aye Sir fifth, Beanri sixth, and Upheaval seventh.

A very poor lot went out in the Nursery Handicap, the favorite being Dave Whitton.

Clash of Arms made the early running and led past the stand from Delara, with Breeza Maid next, and Orzilla last.

Delara took up the running after passing the seven furlongs, and along the back led by a couple of lengths from Clash of Arms, with Dave Whitton next, and Orzilla still last.

At the three furlongs Delara increased his lead to three lengths, and entered the straight with a good lead. The Lord Delaval gelding tired over the last furlongs, but lasted long enough to win by a head

from Sir Howard. Orzilla was a moderate third, and Breeza Maid last.

The Rockdale Mile was a good betting event, and those to find solid support were Cavan Boy, Hot Cake, and W.L.S.

Brilliant was first away, but Cavan Boy and Lord Malt led when fairly going from Bhanavar and Hot Cake. Along the back Lord Malt led from Leal, Cavan Boy, Bhanavar and Hot Cake, but up the hill Leal showed the way to Lord Malt, Hot Cake, and Cavan Boy.

Hot Cake and Leal led from Cavan Boy and Bhanavar, into the straight, and at the Leger Hot Cake was just in front of Cavan Boy. A good finish resulted in a head win for Cavan Boy from Hot Cake, with Blackacre a fair third, Bhanavar fourth, and W.L.S. next.

KENSINGTON.

Winners, S.P., Riders.

Tressady Maid—4 to 1 (Kilian). Eastern Sky—10 to 1 (Wood). Red Gipsy—6 to 1 (Russell). Cerise Colors, 10 to 1 (Porter). Miss Moi—5 to 2 (Cross). Received—6 to 1 (Lilyman). Fertile—4 to 1 (Leaney). Arakoon—4 to 1 (A. C. Thomas). Sinfield—5 to 2 (Brown). China—4 to 1 (Guy). Scarlette Trent—15 to 1 (Strachan).

Backers started badly at Kensington yesterday, when Fertile was made an odds-on favorite in the first event, the first division of the Encourage Stakes, and beaten easily. Famous Like led early from Hillary, and at the turn Famous Like just led Fertile and Tressady Maid. The latter was first into the straight, and coming on won easily from Fertile, with Hillary a fair third, Famous Like fourth, Denbigh fifth, and Mount Collins next.

Eastern Sky made all the running in the second division, and just got home from The Tac, with Lady Lena a close third, Plumella fourth, and Golden Dollar next.

The Tac went out an even money favorite, and would have won but for being badly served at the post.

Lady Elysean led to the turn in the 14.0 Handicap from Footprint, but at the Leger Footprint, Red Gipsy and Lady Elysean were on terms.

A good finish saw Red Gipsy just win from My Dove, who came fast. Lady Elysean was a good third, and just in front of Footprint, Lord Hope and Secrete.

Elsie Phast made the running to the half mile in the first division of the Flying Handicap from Parthos, Cozin, Cerise Colors, and Fortune Hunter, but Parthos was in charge at the turn. Cerise Colors led into the straight from Cozin, and coming on won by half a length from Cozin, with Kind Lady a good third, Crimson and Black fourth, Pittsworth Gun fifth, and Fortune Hunter next.

Miss Moi was the elect in the second division, and although backward early, she finished fast and scored.

Doongar was first out, and led to the turn from St. Satyrus and Porter. Into the straight Gratis and Wyalia led from Doongar, but at the distance Miss Moi put in a good run and coming on just won from Gratis, with Harbour third, Doongar fourth, Porter fifth, and St. Satyrus next.

Received and Morpheth were sent out equal favorites in the 14.1 Handicap, and the former scored.

Wee Loch was first out, and at the three furlongs led from Morpheth and Received. At the turn Received took charge, and coming on won easily from Morpheth, with Amy Leon third, Aymer Queen fourth, Wee Loch fifth, and Barbaradale next.

B. Porter, rider of Cerise Colors in the Flying Handicap, was suspended for six months for interfering with Elsie Phast at the turn.

Mesnil was the elect in the first division of the Approved Stakes, but he failed to fill a place.

Pymble led early from Fortuleen, but at the three furlongs Vallejo led from Pymble and Ayr Dove. The latter was first into the straight, but ran wide, and Fertile coming with a good run, won easily from Phast Lad, with Ayr Dove third, Miss Bant

SPARKLETS.

The East Sydney A.A.C.'s "colt" team defeated Botany Harriers in a challenge match on Saturday. For yards, 200 yards, and 440 yards in form, winning the 100 yards, 200 yards, and 440 yards races.

P. Bland won the 880 yards and one mile races for Botany.

The first grade cricketers commenced another round on Saturday in good weather.

Balmain scored 190 against Petersham (two for 13). H. Love with 54 and A. D. Ratcliffe 43 were the best bats for Balmain.

Bowling for Petersham Scott took nine wickets for 42 runs.

Paddington scored 166 against Middle Harbor (seven for 41). M. A. Noble did well for 68 for Paddington.

Bowling for Middle Harbor Bull captured six wickets for 58.

For Paddington Hendry took three for 13, Saylor three for 14, and Butler one for 9.

Redfern hit up 264 against Waverley. J. C. Barnes did well for 61, and T. H. Foster scored 47.

Glebe scored 187 against North Sydney (four for 111).

L. Berry with 51 topped the score for Glebe.

W. W. Chapman hit up 51 for North Sydney.

Sydney scored 192 against Gordon (three for 34).

C. S. Achurey (47) was the best bat for Sydney.

Bowling for Gordon Freeman took five wickets for 33.

University hit up 223 against Western Suburbs (four for 25). B. M. Riley 40 was top scorer for University. S. Dight took six wickets for 66.

Bowling for University Whiffield captured three wickets for 10 runs.

fourth, Song Bird fifth, and Rose next.

Arakoon led all the way in the second division, and won easily from Fortuleen, with Basil K third, Anaconda fourth, Within the Law fifth, and Phney Ridge at the head of the others.

Lady Fortune (favorite) led to the half distance in the second division, but China finished well and beat her by half a length. Mayfair was a good third, My Delight fourth, and Home Lee next.

Gleeson and Marina were the pace-makers in the first division of the 14.2 Handicap, but Linfield finished fast and just won from Miss Myra, with Marina a close third, Little Merv fourth, Tikumbi fifth, and Raratonga next.

The Kensington Handicap resulted in a win for Scarlette Trent from Cobbano, with Flambard a good third, and My Peggy fourth.

ANTICIPATIONS.

- ROSEHILL. HURDLES. Ruschutter of May Mustie. GRANVILLE STAKES. San Thome or Applique. CLYDE STAKES. Brattle or Nombi. MAIDEN JUVENILE. Prince Whittingham or Reap. ROSEHILL HANDICAP. Cetinge or Crosska. CARLINGFORD MILE. Challenge Crosse or Annex.

Rosebery and Rosehill Clash on Saturday.

BOXING.

(By "Left Hook")

BOXING NOTES.

The patrons of boxing at Melbourne and Brisbane had to be content with short battles. At the southern capital George Brown knocked out Kid Lloyd in the 7th round. At last Brown has knocked out an opponent in Australia, so I suppose we shall still hear him announced as "Knock Out."

At Brisbane, Red Watson outed Fred Delaney in one round. The Auburn youth is some puncher when they land, but he misses quite a lot.

Brown and Holland are to meet again on March 18th. After their last meeting Fritz is reported to have said that Brown had improved 500 per cent. Gee whizz! what a marvellous fighter Brown must have been in those days, if his present fighting ability is all that lot better than it was four years ago. I expect to see Holland again demonstrate that he is the better man.

Jimmy Clabby is to have another out at Lea Darcy on the 26th inst. I cannot see anything but a similar result to that of their first meeting, but Jimmy can be depended on to make it an interesting battle, unless Les gets his weakening blows going early in the contest.

CLABBY V. HOLLAND

A SCIENTIFIC MILL.

CLABBY THE VICTOR.

The above named boxers put up a highly scientific exhibition at the Sydney Stadium last Saturday night. At the end of 20 rounds, Clabby rightly received the verdict, but he had to bring out every move he knew to win, as Holland was always in the picture, and demonstrated that, he too, knew a whole lot of the "tricks of the trade." At no time did it develop into a boxing match pure and simple, as both men were always ready and willing to fight, and to fight hard at that. There was nothing of the slatherenwhack about the milling, every blow was aimed with a definite object in view, and more often than usual the blows found their objective. Of course, as one could expect, a lot of punches missed, but this was not as a rule due to bad marksmanship on the part of the striker, but to clever evasion on the part of the other fellow. It is hardly any exaggeration to say that practically every known method of flogging an opponent was brought into play at some portion or other of the contest, and the variety of the blows was something marvellous. Both men stripped in good condition, in fact I doubt if Holland ever looked in better fettle than when he stepped into the ring, and the way in which he stood up to the speedy and sustained attacks of his opponent proved that he felt as well as he looked. There were very few rounds in which Clabby did not take the major points, but in most of the rounds Fritz performed so ably that the margin was not very great. Both men proved adepts at the art of stopping, with the result that neither came to any great harm during the periods of in-fighting, but what advantage there was usually lay with Clabby. At one period a small section evidently thought the fight slow. They were the few who think that unless goes is flying there is no fight going on, but to those who look on boxing as an art, there was hardly a moment that was not interesting, and even at the time that this small coterie of the untitled was clamouring, there was plenty doing. In a contest so brimful of interest, it would take columns to describe every round, but there were a few rounds that stood out above the others. In the fifth round, for instance, Clabby, by clever head-movng, made Holland miss repeatedly, both towards the end of the round Holland fairly peppered Clabby's face. In the seventh round Clabby did all the forcing, and he got a terrific swipe to the head with his right that took him above a little, but in good condition enabled him to battle back in gallant style. The twelfth was a somewhat torrid session. It started by Clabby rushing right from his corner, to be met with a right swing, which cut his eye pretty deeply, and gave the sore admirers something to enthuse about. Like the wily old general that he is, Holland made repeated smacks at the damaged eye, but

Jimmy usually managed to keep it out of range. Thenceforward it was practically all Clabby, and in the 18th round he got a bit of his own back by cutting Holland's right eye, which bled freely, and made Fritz wear a much more ferocious appearance than usual. In the 19th round Holland tried all he knew to turn the tide of battle in his favour, and during the first two minutes he was successful, for he hit Clabby hard and often, but the latter came with full steam on during the last minute and gave Fritz much more than he had sent. The last round was fairly exciting, as Holland again bored in and made vigorous play with both hands, but Jimmy was content to evade most blows, although he occasionally gave Fritz a tap to prove he was still there. The verdict, as already stated, went to Clabby, who was undoubtedly the better of the two very clever boxers.

The prelims were between Pat Gleason and Phil Seagay, the former winning on points; and the second saw Tommy Wells in opposition to Fred Roberts, the result being a draw.

DEATH OF DAVE BOWMAN

The death of Dave Bowman, the Queensland Home Secretary, removes a real force from the Australian Labor movement. The Brisbane "Daily Standard," commenting on the subject, says: "The death of our comrade is to the Queensland movement very much what the loss of Keir Hardie was to the British movement a few months ago. In many respects the characters of the two men were almost identical. Their careers in the movement were somewhat similar, though Dave Bowman got much nearer his due from the movement than ever Keir Hardie did. But much that has been said of the "stormy petrel" of the Socialist cause in England can be applied equally fittingly to the late Home Secretary of Queensland."

Dave—he was never anything else but Dave in Queensland, never Mister Bowman—was an unpolished jewel, honest as daylight, kind as a rood woman. He had a wholesome hatred of sham and hypocrisy and injustice. From the time when as a young man he espoused the Labor cause, Dave never swerved a hair's breadth from the course he had set for himself. In the old rough and tumble fighting days he went about like a greatheart in the streets of vanity fair and the Citadel of Toryism often rocked on its base before his irresistible attacks. In Dave Bowman the Queensland workers had an incorruptible champion, a real comrade whose large heart was ever beating in sympathy with the downtrodden and the oppressed. He fought the good fight and if there is to be any reward for honesty of purpose and valiant endeavour in the hereafter no man is better entitled to it.

ABOLITION OF TRAMCAR FOOTBOARD.

5. That to obviate the risk of accident to conductors owing to their continual presence on the footboards, in building or re-modeling of cars, a corridor or central passage should be provided.

The Deputy Chief Commissioner pointed out that to do what was desired would involve the elimination of one seat right through the car, or a decrease of the available seating accommodation by 20 per cent, which was a very serious matter, as it meant putting 20 per cent. more cars in the already congested streets. It was true that the winter cars in America were of the central corridor type, but the summer type were of the same type as those in Sydney, due to the fact that the climatic conditions were similar. The Sydney streets were already congested at certain hours of the day to such an extent as to render it undesirable to do anything which would cast upon them an added burden.

Mr. Campbell referred to the risk incurred by Conductors through coming into contact with verandah posts, such as those at the corner of Chief Commissioner said that with ordinary care a Conductor should Hunter and Phillip Streets, and with passing vehicles, and the risk in connection with passing vehicles, was no greater than that existing in other cities such as New York and Washington, where the traffic was greater than in Sydney.

THE OFF-SIDE PROBLEM.

5. That to avoid risk of accident to passengers and intending passengers, exit and entrance from the off side of tram cars should be prohibited, and that means should be provided whereby the off side may be barred and footboards raised.

The Deputy Chief Commissioner said that morally he thought there was some ground for this request, and he was prepared to make an experiment with a car having exit upon one side only. He pointed out that in England, and largely in America, this type of car was in use. The conditions in Sydney were, however, not the same, but nevertheless, as he had already stated, he was prepared to make an experiment and would make arrangements accordingly.

(To be continued.)

ANSWERS.

LOCAL PUBLIC HOLIDAYS. "Uralla" asks:—Can fentlers or other per. way employees, claim as a public holiday a local holiday gazetted in his district? Answer: The decision is against an employee in the per. way dept. being able to claim local holidays. There is no harm however, in claiming the holiday, though it is almost certain not to be granted.

FREE PASSES. "Stammore" asks: Will you kindly say if a retired railway servant is entitled to annual free pass? Answer: Yes, for himself once each year.

FAIR RENTS ACT. A resident of Goulburn encloses a letter from a local landlord to a tenant in which he announces his intention to raise the rent from 7/- to 12/6. Incidentally, it may be remarked that the tenant is the mother of two Australian soldiers who are at the front. The rise of 5/6 per week appears to be very much over the odds, and if the facts are as stated by our correspondent, who says that "7/- was considered fair rent for this house," it is high time that the Fair Rents Act came into operation in that city. At present the Act is only operative in the metropolitan area, but it may be extended to any area thought advisable, by proclamation. The best thing our correspondent can do is to bring the matter before the local branch of the Political Labor League, which will probably take steps to have the Act extended to that city.

TIME ALLOWANCE FOR TRAVELLING. A Financial Member writes:—Having been appointed permanent fentler 346 miles from Newcastle, it took me seventeen and three-quarter hours to reach my destination. I was only allowed eight hours. Am I entitled to the full time occupied? Answer: It is difficult, on the facts disclosed, to say definitely; but a claim should certainly be made for the money for the full time occupied.

ALLOWANCE FOR EXPENSES. "Sprag" makes enquiries. He says:—I am a ballast guard stationed at Wee Waa. On January 12th the ballast train was transferred from Wee Waa to Moree. We arrived at Moree on January 13th. The train was stowed away and has

CONFERENCE RESOLUTIONS, 1915.

COMMISSIONERS' REPLY.

Office of the Chief Commissioner for Railways and Tramways, Sydney, 30th August, 1915.

Notes of deposition in regard to various matters affecting the members of the N.S.W. Amalgamated Railway and Tramway Service Association. Present: The Deputy Chief Commissioner (Mr. Fraser); The Deputy Assistant Commissioner for Railways (Mr. Milne); Messrs. Campbell (President), Thompson (General Secretary), Lawless (General Treasurer), McDonald (Vice-president), O'Donnell, Stokes and O'Dell, representing the Amalgamated Railway and Tramway Service Association.

The Deputy Chief Commissioner said that he understood that the deputation wished to place before him 46 requests, which were contained in resolutions passed at the last Annual Conference of the Amalgamated Railway and Tramway Service Association, and which had been intimated in correspondence. He proposed to first deal with a number of subjects which, to his mind, did not call for much discussion, for the reason that to comply with the requests embodied therein involved heavy expenditure, either capital or annual, which should not be incurred at a time like the present, when the financial position was a very serious one, and for other reasons. The remaining matters were of such a character as to perhaps warrant explanation and discussion, but he wished it to be understood at the outset, however, that he did not wish to bank discussion on any subject if it were thought necessary.

TRAMWAY FARES.

The Deputy Chief Commissioner then took the items in the following order:—

4. That inasmuch as the Chief Commissioner for Railways and Tramways made the anticipated increase of wages to Tramway employees consequent on the expiration of their Award, the excess for increasing fares, and seeing that no increase of wages has been granted to the employees, on the contrary, the Chief Commissioner resisting the rightful payment of increases, this conference is of opinion that the increases of tramway fares was unnecessary and ought not to have been made until the wages of Tramway employees were increased.

The Deputy Chief Commissioner explained that the increased tram fares were imposed to cover increased cost of working, which had already occurred and not what was likely to occur in the future. The Department received out of the increased fares £155,000, and the actual increase in revenue over that of the previous year was £51,000, so that if the higher fares had not been imposed a decrease of about £100,000 would have resulted.

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The Deputy Chief Commissioner pointed out that to do what was desired would involve the elimination of one seat right through the car, or a decrease of the available seating accommodation by 20 per cent, which was a very serious matter, as it meant putting 20 per cent. more cars in the already congested streets. It was true that the winter cars in America were of the central corridor type, but the summer type were of the same type as those in Sydney, due to the fact that the climatic conditions were similar. The Sydney streets were already congested at certain hours of the day to such an extent as to render it undesirable to do anything which would cast upon them an added burden.

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(To be continued.)

PRIMING ENGINES

A northern correspondent writes to say that drivers on the goods trains on the north coast line are having a rough time of it. It appears that the water they have to use is so brackish that it causes heavy priming and on many occasions causes a shortage of water. "The enginemn," says the writer, "often look more like blacks than whites, caused by the priming of the soot from the smoke box."

WEDDING BELLS.

The wedding bells rang out right merrily on Thursday last, 2nd inst., when Mr. L. Bickett, of the railway department, Waterfall, was united in the bonds of matrimony with Miss A. Stevens, daughter of Mr. and Mrs. Stevens, Helsingburgh. All the railway employees on the South Coast join in extending best wishes and prosperity to the young couple.

QUESTION BOX.

(Conducted by "Uncle Remus").

Loco. Orange, writes:—Dear Uncle Remus,—Here is one for your question box. I am sorry members don't take the safe working questions up with interest.

Electric Staff Working. Query.—An engine breaks down on the section with a train between A and B. The driver of the disabled engine and train sends his fireman with the staff for a relief engine to A, and gets one. While the relief engine is going to the assistance of the disabled engine and train, it breaks down about two miles before it gets to the disabled train. Now there is no hope of getting another engine from A, and there's one at B, and will have to be brought from B to remove both disabled engines. What arrangements should the first relief driver make to have the disabled engine and train, and his own removed from the section. Remember a distance of two miles exists between the two trains in the section.

(This seems a poser for Uncle. Pending the answer next issue, some reader might try his hand.—Ed.)

MONEY-SAVING COUGH MIXTURE RECIPE. Nothing gives quicker relief from hacking coughs, colds, and sore throats than this home-made remedy:—To water and sweetening, as per directions on each bottle, add Ilean's Essence. You will then have a pint of mixture which cannot be excelled, and is equal in quantity to 12s. worth of cough mixtures bought in the ordinary way. Ask your chemist or storekeeper for Ilean's Essence, or send 2s. for a bottle to G. W. Hean, Chemist, 178 Castlereagh-street, Sydney. It contains no dangerous habit-forming drugs such as paregoric, laudanum, and morphia, and is excellent for children as well as adults.—Adv.

ASSOCIATED RACING CLUBS PONY RACES. NEXT MEETINGS: 1916. Rosebery, Sat. Mar. 11. Ascot, Wed. Mar. 15. J. UNDERHILL, Sec., 11 Elizabeth Street. Phone: 2082.

R. H. BOWLES, ACME CYCLE DEPOT. 515 GEORGE-ST., SYDNEY. Australian-built Bicycles from £7/10. Write or call for price lists. MOSLEY TYRES. Best Cover 17/6, tube 7/6. Guaranteed 15 months. Dolphin Cover 12/6, tube 2/6, guaranteed 3 months. Post Free.

BAKER'S STADIUM, Personal Direction, Mr. R. L. BAKER. NEXT SATURDAY NIGHT at 8.30 p.m. Great Waterweight Championship TOMMY UREN (Holder) v. FRANK O'CONNOR (Challenger). Two Six-Hour Preliminaries, Commencing 7.45. PRICES: 10s. (Res.), 5s., 3s., 2s. PLAN AS USUAL.

ROSEHILL RACES. SATURDAY, 11th MARCH, 1916. FIRST RACE 2.10 P.M. Special Trains, direct to Racecourse Platform, will leave Central Railway Station as under: Platform No. 18. 11.20 a.m.—Horses, leaves Horse Dock. 12.6 p.m., 1st and 2nd Class, leaves Platform No. 18. 12.20 p.m., 1st and 2nd Class, leaves Platform No. 18. 12.40 p.m., 1st and 2nd Class, leaves Platform No. 18 (reserved compartments on this train). * Calls at Strathfield. NOTE.—Combined Railway Tickets for Admission to the Saddle Paddock or St. Leger Reserve can be purchased at the Central Booking Office, Challis House, Martin Place. GEO. W. S. BOWE, Secretary.

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

ARTICLES AND CONTRIBUTIONS.

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

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

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THURSDAY, MARCH 9, 1916

THE TOUCHSTONE OF LABOR'S SUCCESS

The one thing which employers fear in labor organisations is power. Power is necessary to make these organisations effective. Some employers have officially endorsed labor organisations of the "proper kind." Of course, the proper kind, in their estimation, is the carefully expurgated edition from which all evidences of power have been carefully repressed. Such institutions would be labor organisations in name only.

Only where organisations have power do they have effectiveness in bringing betterment into the lives of their members. Power cannot exist unless there exist the sinews and munitions for sustained insistence upon demands and rights. The power of an organisation is related in a very vital sense to membership, and to the dues paid into the union treasury.

Those organisations which are vigorous and powerful, to promote the well-being of their members are invariably those organisations that have established high dues. Union funds constitute a kind of insurance for those who contribute them. Considered from a business viewpoint, there is no investment that will give so high a rate of returns as union dues.

When the resources of an organisation are ample, wages movements may be undertaken with a spirit of confidence and independence that has a helpful reaction upon recalcitrant employers.

Resources facilitate the extension of organisation, which in turn increases the power of the organisation through increasing solidarity. Union resources put confidence into the unorganised to incur risks resulting from enlistment in the ranks of the organised. Union resources protect the workers from wage reductions and poorer conditions of work, because the power of self defence constitutes a real argument against injury or provocation of contest.

A low dues paying policy is not a profitable or a wise policy for organised labor. Indeed, it would be good business sense to increase dues with every wage increase—the wage increase was due to organisation, and stronger organisation will in turn bring other wage increases.

As union dues are increased, more benefits can be made increasingly helpful, and can be extended in variety. These benefits can be managed by the organisations more cheaply and more satisfactorily than similar insurance can be furnished by state or private agencies. Assuring the unions control over these benefits removes all doubt of such assistance in industrial disputes.

Labor organisations embody an ideal, but that ideal must rest upon a practical basis if the ideal is to become reality. The practical resources to make any ideal reality depend in some degree upon the financial resources at command. The question of higher dues is one of fundamental importance to all workers. It is a matter that must not be pushed aside. It is a matter that should be given most careful and wise consideration. It is a fundamental matter because the dues paid in a large measure determine the power which the organisation exercises for the cause of human welfare.—Samuel Gompers.

TALK OF STRIKE

For weeks past, there has been little else but talk of strike amongst railway men, in the metropolitan area, and as yet it is difficult to predict what may happen before the several industrial disturbances, which involve members of the "All Grades," are settled. The shopkeepers' strike at Randwick Tramway Workshop, has dragged on for the best part of a fortnight, at time of writing, and, taking the most hopeful view of it, it cannot be said to have earned much credit for the organisations concerned. First a small bunch of lads, of whom quite a big proportion were outside the membership of any union, and all were of irresponsible age, in open defiance rushed into a strike because a claim for the adjustment of wages conditions amongst those of them not covered by a wages board award, was not met by an immediate accession to their demands. That the step was taken spontaneously by these youthful strike makers is about the most unlikely contingency, in view of the circumstances. Rather is it apparent that the opportunity was jumped at by some malcontents of the I.W.W. persuasion to create—as is their wont—industrial turmoil, regardless of the consequences. And it is just this factor that surely needs to be considered whenever an act of industrial warfare is contemplated. After all it is said and done, Labor's sane judgment always weighs for industrial peace, if such may be preserved at all, consistent with the maintenance of just principle and fair play. And it is just as true that the man's a scab on his mates who precipitates a strike where peaceful methods would avail, as is he who, once the die is cast, goes back to work and helps to break a strike. And so it seems that the boys at the Randwick shops, lacking any sense of moral responsibility towards their fellow workers in the senior division, became easy prey for the Red Rag orators and their glib doctrines for the working class emancipation.

But the sorriest spectacle of all is the lack of unity amongst the Labor organisations concerned in the dispute. As the published statements show, the combined unions met to find a settlement which would

take the 50 or 60 odd boys back to work, and, incidentally, the thousands of men who followed in the strike as a tail dog. But after days of meeting and argument, we find the Amalgamated Society of Engineers and the Boiler-makers' Union, conscious of the fact that most of their members were easily placed in jobs at the Cockatoo Dockyard and elsewhere, adopting an attitude of righteousness in support of the youngsters on strike, which amounts to little short of scabbing on the other unions concerned, and who participated in the combined Unions Conference.

One wonders if there is anything in the unity of Labor after all, when one organisation, in its dealings with others, will interpret the principles of unionism in such a narrow measure of self interest and advantage. But yet another instance offers that it is so, in the latest proposal of those stalwarts of true blue unionism, the wharf laborers, who have decided not to handle the goods of the Vacuum Oil Coy. under a minimum of 2s. per hour. Be it said to their credit, that the wharfies know what they want, and generally accept the responsibility for achieving the object of their endeavours. But there is the same evidence of narrow selfishness and immoral practice towards their fellow workingmen, in the proposal which they urge upon railway men who come into contact with the same conditions and goods in the handling of which they themselves find an objection. In short, they suggest that the Railway men refuse to handle the stuff in question; virtually to declare with them a strike, losing pay and possibly place in the Service as well, while they who would benefit by its success would, in the meantime, occupy themselves in other waiting jobs.

But yet another instance is forthcoming at the moment of this dog eat dog attitude. The coachmakers at Eveleigh shops are at grips with the assemblers, who are members of the "All Grades." This dispute of demarcation is in itself but the outcome of blind jealousy, and exposes organised Labor, not only to the ridicule of its opponents, but to the shame of its own supporters.

From the Editorial Point of View

The opinions expressed, the point of view taken, the criticism levelled, or the conclusions arrived at in this column may, in some instances, be subject to qualification; but, in every instance, the Editorial point of view will be fairly based upon information available, or upon self evident facts. As such this column of comment will in a measure reflect the thoughts of the rank and file in respect to the work of the organisation of which they are members, and it should lead to a broadening of outlook and a healthy interchange of ideas.

This issue carries what represents the inauguration of a principle of vital importance to every member of the "All Grades." We refer to the report of the first meeting of the 1916 executive held on Saturday last, which, in accordance with conference resolution, was attended by a "Co-operator" pressman, and whose report in this issue may be taken to represent a true and accurate resume of the actual business transacted. Not that this paper has any complaint to make as to inaccuracies in executive reports of the past, since, as far as that goes, we believe that a copy of the minutes was always forwarded for publication. We have, however, always held that there was more due to the membership of this great organisation than this. Not only are records of the decisions of the governing body of the Amalgamated desirable, but, as a general rule, the publication of the reasons which determine questions under consideration are absolutely necessary, and from a totally disinterested and unbiased standpoint. More than this, if the "Co-operator" is to play the part intended in the activities of the "All Grades," it is surely most necessary that it should be in close touch not only with the decisions reached, but the reasons actuating the Executive in coming to such decisions. The "Co-operator" has always held this opinion and is sure the man with the slightest interest in his union will also heartily approve when he reads in another column the first result of the institution of this system.

The expectations we voiced in regard to the new executive in a recent issue, would, in the light of some of the results of the first meeting held, appear to be very well founded.

Some of the proposals indicate that Executive officers are determined to get a firm hold of the business of the organisation, and this, if persisted in, will mean much real progress during the ensuing year. Take as an example the scheme of holding Executive meetings. It is proposed, in addition to the ordinary fortnightly meetings, to sit one full day per quarter, to transact the business of the organisation. Is not such a decision a step in the right direction, and, if backed by the interest and enthusiasm of the members of the Executive, fraught with possibilities of immense importance to the "All Grades." For the extensive industrial field covered by this organisation naturally brings in its wake a large amount of work, which can only be satisfactorily dealt with by the elected representatives of the members, and to be tied down to the limited time available in the evening has certainly meant a strenuous time in attempting to keep up with the demands of the organisation. With the additional time available it should be possible not only to keep pace with the business presented for attention but to create and carry into effect many schemes which will make for the welfare and prosperity of the members of the "All Grades."

We expect the Executive will now follow this move up by regulating the meetings so as to ensure absolutely the best results being achieved in the time available. If the "Co-operator" were invited to suggest, it would amongst the other things say the scheme adopted by many other institutions should be applied here, that each member of the Executive should be furnished, some time before each meeting, with a business sheet covering fully the business to be transacted. This would make it possible to put a strict time limit upon each question, since each man would come armed with some sort of an opinion as to how such question should be dealt with, resulting in real economy in time, and a greater chance of reaching matured, and thus more valuable, decisions.

In any case we are sure that having left the beaten track to this extent there will be no hesitation in framing regulations to secure the best results from the scheme.

In another column, the decision of the Executive to convene a special general meeting of the organisation to deal with the financial situation, will be noted. And when one considers a moment, the necessity of such a course will be only too apparent. The coming year promises to be one of unexampled activity for the "All Grades." With the embargo lifted against invoking the aid of the wages boards to better the conditions of Service men, there will be a very large number of cases to present, with all the attendant heavy legal expenses. It is only necessary to take as an example the legal costs incurred in the hearing

of the appeal against the 8s. 9d. minimum wage, just lately heard, which amounted to nearly £90, to realise that the Amalgamated has a very heavy time financially to face. And then, of course, there is the possibility of appeals against awards, and the defensive measures necessary to maintain the conditions already secured, as well as the ordinary maintenance of the organisation to be placed against the income, and it is the estimated deficiency which has rendered necessary the forthcoming special general meeting. Although so far, no proposals have been formulated for the consideration of the delegates, it is quite an open secret that the members will be asked to sanction an increase in the contributions to allow of the necessary work being accomplished. It is claimed that amongst unions of any moment the Amalgamated has the cheapest contribution rate, with- out giving for greater service, of any in the State. If this is so, there should be little objection to any proposal likely to be put forward in this regard. And the details of the contributions of other unions confirm this contention. We notice the Railway Workers' Association contributions stand at 15s. per annum and 8s. per half year, and a proposal is on foot to increase to 20s. The A.W.U. stands at 20s. per annum the Federated Meat Trades at £2/-, the Typographical Union at £2/-, Clerks Union 20/-, the Loco. Engine Drivers up to 30/-, the Coachmakers 26/-, Ironworkers' 26/-, and Engineers 52/- per annum, and many of the others which range in the neighbourhood of 6d. per week and even the Tramway Union collects 13s. with only one wages board on its hands. More than this, it is doubtful if any of the unions mentioned have anything approaching the work outside the wages board field, as has the Amalgamated, and certainly none give their members anything like the newspaper service. Here there is a large industrial organisation called upon to finance very many services under "tuppence ha'penny" per week—or if the "Co-operator" is to be cost of unfinancials is deducted—three ha'penny per week, which are easily worth one shilling. We entertain little doubt that when the necessities of the situation are realised, the membership of the "All Grades" will see the need to contribute a little more ammunition to maintain the battle being waged on their behalf.

One thing in particular must have struck any close observer during the recent sittings of Conference, which was the almost total abstention from debates by the Executive officers of the Association.

It should be admitted from the outset, that the limits of time had a good deal to do with the self imposed restriction which kept President Campbell from voicing his conclusions on the work of the organisation generally, which after all, cannot be covered as it needs to be, in a necessarily condensed Presidential address.

But for all that, only the narrowest possible interpretation of Executive responsibility would permit Executive officers to allow the discussion of policy, and a judgment to be made affecting the organisation in a vital degree without offering a word of counsel or advice. And yet actually this is what happened. Take the consideration by Conference of the Balance Sheet as one example. Delegates sought for information not clearly conveyed by the financial statement and subject of General Secretary Thompson to what appeared to be a quite unnecessary amount of badgering in consequence.

Obviously enough, delegates desired to get to grips with the admittedly unsatisfactory financial position disclosed, but for lack of information were helpless. What is more to the point, however, is the assumption by delegates of a totally misleading conception of the difficulty for want of a lead by Executive officers, who should be credited with a closer knowledge of the Association's affairs.

A somewhat lengthy and pointless questioning in regard to the Balance Sheet was brought to a close by the appointment of a committee to go into the finances of the Association. Also to consider the relation of the Association to the "Co-operator."

With the exception of General Secretary Thompson's reply to a question in respect to unfinancial members receiving the "Co-operator," not one member of the Executive offered an opinion as to the reason for or suggested a possible means of bettering the Association's position. And what must also be quite apparent, no committee could have

handicapped with the lack of information which hampered the consideration by Conference, of the financial statement, to reach any more satisfactory conclusion as the result of its investigation.

Vice-president Kavanaugh's report and the recommendation of the committee, as Conference records show, was carried, but it is again significant that excepting for General Secretary Thompson's pertinent reminder that this step involved an alternative which Conference should be prepared at once to face, delegates were permitted to vote upon the assumption that the "Co-operator" subsidy was the only factor in the financial problem, and that its reduction meant the only solution possible.

The point overlooked altogether in considering the financial position of the Association is the fact that the Executive should have come prepared to place before conference, the actual cause, the reason why the finances were not in a flourishing condition.

It might reasonably have been pointed out that the Superannuation Board election had cost more to fight than on any previous occasion, and that both this and the Appeals Board election had eventuated within a period of twelve months and that no provision had been made before hand to meet these heavy items of expenditure. Further, it should have been explained that many smaller items of expenditure appeared in the Balance Sheet for the first time, aggregated a very substantial sum of added financial responsibility.

To suggest, as the committee did, the limitation of the Association's financial obligation in regard to the "Co-operator" subsidy, which for years had been based on a fixed rate and to disregard the many items of increased and increasing expenditure which were quite apparent to every member of the organisation, merely led delegates who were not seized with all the facts, into a hopeless miscalculation of the position.

With the knowledge that the active responsibilities of the Association involves as it does a considerable increase in its commitments, and that the present contribution of members is inadequate to meet even the ordinary demand of an organisation such as the "All Grades," it would appear that the past years Executive clearly failed in their duty in withholding some such statement of the position from the Conference.

BONUS TO LOYALISTS

BARRIER MEN ENQUIRING.

The following telegram was received by the Amalgamated General Secretary last week from "Barrier Daily Truth," Broken Hill.

It read as follows: "Cann claims strike breakers' bonus was extra pay; were all on same footing, reward being equal. Barrier Truth."

Mr. Thompson wired as follows:—"Cann's statement misleading. Five hundred unionists Darling Harbour ceased work as protest against victimisation of our branch secretary. Eighteen men, former unionists, remained on job and did extra work, the work previously done by strikers. After work had been resumed the eighteen loyalists each received one pound bonus for working during strike. Men on strike received no bonus. Cann, when asked to repudiate action of Chief Commissioner, not only refused, but extolled action of strike breakers. Unionists here indignant at Cann's support of strike breaking methods."

Following this, Darling Harbour branch decided upon appropriate action, the gist of which will be noted in the report of the branch meeting.

CONFERENCE RESOLUTIONS

The Newcastle Secretary draws attention to an error in Conference report. This is in regard to resolutions 100, 101, 102 and 103, which were grouped together, being moved by Mr. Godfrey. After discussion and in his reply, it appeared that Mr. Godfrey referred to workers not in the Amalgamated as "scabs." Mr. Godfrey says "this was a mistake, and very misleading." He admits using the term, with intention, but only in connection with resolutions 100, 101 and 102, which dealt with non-unionists and unfinancial members, holding that they should be unionists, otherwise no unionist should recognise them in any way.

As far as resolution 103 is concerned, the remarks could not, and were not, intended to apply. (We are pleased to insert this correction. The trouble was that a number of resolutions were taken together, consequently there was trouble in dissecting the argument.—Ed.)

STEEL RAILWAY CARS

The Minister for Home affairs decided to import steel cars for the Commonwealth railways, but the Cabinet vetoed his decision. It was found that although the material could not be obtained in Australia in time to build the cars for the opening of the line, it could be procured in the United States and the cars could be built in Australia. "Local firms," says Mr. O'Malley, "both public and private, will be given an opportunity to build the cars if they are prepared to do the work in a reasonable time."

Personal

The "Co-operator" will be glad to receive and publish personal paragraphs from branch secretaries & others qualified to send them. The name of the sender must accompany each contribution, as a guarantee of good faith.

Mr. Tony Robinson takes up the metrop. per. way repairing section in succession to the late Mr. J. Harding "Tony" has been dealing out ballast for the last couple of years, and has spent some time at the Technical school mastering the mathematical side of laying new crossings, etc. The knowledge he has thus been able to stow away on top of his practical cargo by this creditable determination to win, stamps him as a man that will be heard of by-and-by. He is young, healthy, and as decent as they make 'em.

Another old per way Inspector has passed out, the late Mr. McNamara of Wellington. He ranked with the oldest in the Service, and saw not a little bit of railway building in his day. He is succeeded by Mr. Inspector Frank Lyle, of Nyngan, who in turn is succeeded by Inspector Smith of Bourke.

We caught a glimpse of Mr. Victor Howe the other day. Victor seems to have aged a lot since he relinquished active duty. It is strange that so many railway men do go to seed quickly after retiring. Railway life is a strenuous one. It exacts on the conscientious every pound of muscle or brain that the nature of the man is endowed with, and it does appear that the enforced relaxation of winding the constitution has become accustomed to. Victor was always a gentleman and his advance to an Inspectorship didn't alter him one iota. Why should it?

Mr. W. F. B. Coles of the Carriage and Wagon Paint shops at Honey-suckle Point, has been called out for military duty, and is now located at Fort Scratchley. Mr. Coles has been a prominent hospital fund man at the Point, where he collected for several years. Mr. D. Murray, secretary to the local Coach-builders Society has undertaken the Funds work at the Point. May both men prosper in their respective positions.

The veteran Joe Gibbons of the running staff, Eveleigh, got a nasty spill the other day, and is laid up with a sprained ankle. Mr. Gibbons was for a long time on the foot-plate and got badly knocked about in an accident that crushed his chest and wiped him off the running sheets. He is a brother of Mr. A. Gibbons, of Stanmore.

Guard Fred Toovey is now on holidays, and is spending a fortnight at Harrington, on the Manning River, at his old sport—fishing.

Head Porter Budge Robinson, of Wingham, is also on holidays, and is having a good time.

The friends of Shed Chergeman R. C. Baker, Waterfall, will be pleased to hear that he is home again, after three weeks in hospital. Mr. Baker underwent a serious operation and is ordered to keep quiet for some weeks, after which he must take care not to do any heavy lifting.

Mr. F. Perkins, late Signal Dept., Eveleigh, writes appreciating a letter of introduction from General Secretary to Mr. J. Harding, General Secretary, Queensland Railway Union, obtained through Mr. E. Boys. Mr. Perkins duly called upon Mr. Harding, and found him most courteous and desirous of being of any assistance to the visitor. Mr. Perkins found the Queensland General Secretary right up-to-date in union matters, and expresses himself deeply indebted to Mr. Harding.

Miss B. Hamilton and Miss Shaw, of Head Office, are now on holidays, and are spending and enjoying them in Melbourne. Both young ladies vow that nothing can turn them from their allegiance to the city of the harbour.

President Campbell has just received well merited promotion at the hands of the Department, his new position being assistant foreman in charge of construction and deviation materials. This is a position of considerable responsibility.

BATHURST MEMBERS APPRECIATION.

Mr. A. Dollison, Bathurst, writes thanking the General Secretary and branch secretary, Mr. Thomas, for submitting his claim for full pay whilst off duty during injuries received on duty, resulting in full pay being granted.

A BIG AGENDA

The agenda of the annual conference of the Queensland Railway Union, held at Rockhampton last week contained 514 resolutions. The General Traffic Manager granted the delegates a pass and special accommodation to proceed to Yeppoon, a holiday resort, on the Sunday.

FACTS THAT TALK.

Without the Aid of a Megaphone

What the "All Grades" is Doing

GOOD DIVIDENDS FOR ALL SECTIONS.

WHY NOT COME IN OUT OF THE WET?

Uncle Sam's motto, "E pluribus unum" (one composed of many) applies to the Amalgamated Association. It is one union composed of many sections, just as the United States is one entity composed of a number of entities.

This is the secret of Amalgamated efficiency, of its ability to do things as well as to talk about doing them.

Most of us have heard or read about "Bill Adams," who, according to his own version of the affair, won the battle of Waterloo. "Bill" was, obviously, an untruthful person, but he probably persuaded himself that his description of the battle was quite in accordance with facts.

If a man tells the same lie a sufficient number of times he forgets that it is a lie and really believes that he is telling the truth.

The best way to prevent the development of untruthful proclivities is to emulate G. Washington's example and never tell a lie.

The Amalgamated studiously avoids the path of prevarication and, unlike the infamous Sin Fat, it does not pursue dark ways or get up to vain tricks.

What it does it does under the broad noon-day sun, and its every accomplishment is a durable, blown in the bottle fact that will stand the acid of inquiry and criticism.

If you are a doubting Thomas you should follow the weekly supply of "Facts that Talk" that appear in this column.

Each fact will bear investigation.

The Amalgamated has a never-ending supply of them.

They cannot all be fired at you at once, but here are a few to go on with.

In the words of somebody (we forget who) we invite you "to read, mark, learn, and inwardly digest."

TIME ALLOWED TO COLLECT WAGES.

The Amalgamated asked that the employees at Werris Creek be allowed to knock off a little earlier on pay-days in order to draw their pay. Result: The employees were allowed to knock off five minutes earlier than usual.

AWARD RATES FOR QUARRYMEN.

The Amalgamated requested the Department to pay employees in the Tarana, Bombo, and Ardgen quarries the rate laid down in the Quarries Award. The request was granted.

PAY FOR PICNIC DAY.

A number of employees in a re-sleeping gang, Mt. Victoria district, were not paid for picnic day, the Department stating they had not had six months' continuous service. The Amalgamated pointed out that at least some of the men had the requisite service. Result: The employees were paid for picnic day.

SUCCESSFUL APPEAL CASE.

A. Jones, porter, Strathfield, was fined 8s. for allegedly breaking a case of eggs. Appellant was defended by the Amalgamated at the Appeals Board, with a successful result.

ALTERATION OF MEAL HOUR.

The Amalgamated asked the Department to allow cleaners on night shift at Werris Creek depot to take thirty minutes for a meal instead of one hour. It was pointed out by the Association that the time lay heavy on the men's hands as they did not go home to meals in the middle of the night. The request was granted.

FULL TIME GRANTED.

The Amalgamated brought under the notice of the Chief Commissioner the fact that twenty-six men at the White Bay Power House, and about forty men in the Electric Light Department, were still on short time, and asked that they be placed on full time, the same as other employees. The request was granted.

GLANDPACKERS' BENEFIT.

The glandpackers at Harden were being utilised for the purpose of blowing down engines. The Amalgamated asked that the work be done by engine turners, and the request was granted.

EXAMINERS AND RELIEF WORK.

H. Haynes, examiner, Penrith, was continually being sent out relieving to other country depots. Owing to domestic ties this was unsatisfactory to him. The Amalgamated asked that some other examiner be sent relieving instead of Mr. Haynes, with the result that arrangements were made for all examiners to take their turn on relief work.

FITTERS' ASSISTANTS AND THE AWARD.

Fitters' assistants at Clyde loco. depot were not being worked in accordance with the award. The Amalgamated pointed out that they had to work additional shifts. Result: Directions were given for employees to be signed off on Mondays to Thursdays, inclusive, so as to bring their hours to 48 per week.

ANOTHER SUCCESSFUL APPEAL.

H. L. Sawyer, signalling department, was fined for alleged idling and being away from work without permission. He was defended at the Appeals Board by the Amalgamated, with the result that the appeal was upheld.

MORE APPEALS BOARD SUCCESSSES.

J. G. Strauss, porter, Albury, was fined for not cleaning out a truck, as ordered. The appellant was defended by the Amalgamated at the Appeals Board, with a completely successful result.

O. Thorpe, guard, was reduced to a position of second-class shunter for negligence, causing derailment of trucks at Glen Innes. The Amalgamated defended the appeal at the Appeals Board, with the result that Thorpe regained his former position of guard in three months.

FULL PAY ALLOWED.

W. W. Metters, car and waggon examiner, Darling Harbor, was injured whilst on duty by a horse belonging to the military kicking him. Metters was incapacitated from duty for one month. The Amalgamated asked that full pay be granted to him. Result: Full pay allowed.

LOCKERS FOR EMPLOYEES.

The Amalgamated asked the Department to make provision for lockers for the use of men on the spike furnace, signalling department, to keep their spare clothes in. The request was granted.

THE MINIMUM WAGE.

The All Grades succeeded in having a minimum wage of 8s. 9d. per day granted to all adult male employees in the Railway and Tramway Service.

What Others Think of it.

HEALTH AND GOOD WAGES.

Physicians are battering against a brick wall in their fight against ill-health if they do not favor high wages. The best work that civic and social organizations can do now is to declare for better wages, which will be followed immediately by better living conditions and better health.

ENCOURAGE THE PRIVATE CAPITALIST.

"We, as a nation, cannot do everything ourselves. We must endeavor to do as much as we can, but beyond that we should be prepared to let others perform what we are unable to do. A dog in the manger policy will not bring about national expansion and progress in a young country such as this.

AN ECHO OF THE PAST.

Just after the tramway frauds in 1888, and commenting upon the finding of the Railway Commission, the "Railway and Tramway Review" made the following observations:—"No doubt cash fares, with an efficient check would be the best, if a practical scheme could be provided to carry it out.

COMMERCIAL MORALITY.

"It wasn't long after I started that I cut my business eye teeth. I found out that as the game lay I'd not get far if I stuck to the old maxims of the copy-book, and the Sunday school. Except by accident nobody ever got rich who followed them.

CHARITY AND HYPOCRISY.

Charity, says an American writer, covers a multitude of sins; the greatest of them is hypocrisy. I have yet to see a charitable man or woman (he is speaking of the rich) whose chief and only noteworthy object was not self-glorification.

A NEW CIVILISATION.

The exploitation of the many by the few is now on trial before the world, and when that trial is ended and the exploitation of man by man ceases and society is organized upon the basis of the enlightened mutual interests of all, democracy will dawn.

"TOO MUCH CONSERVATISM."

"What's the matter with the Tory Melbourne 'Argus'?" It comments editorially as follows:—"Even in a new land like Australia the Briton, as a rule, retains far too much of his ancient conservatism! For all his undoubted enterprise in trade he is very slow to accept new ideas, or change his methods.

BRANCH NOTICES.

WATERFALL. The usual monthly meeting will be held at Mr. A. Hand's residence on Thursday night, 16th inst., at 7.30 p.m. Business most important. Balance Sheet from Head Office etc. The Secretary would like to see as many members present as possible, bringing along their quarter's fees, and also any new member who wishes to join the Association.

WHY WORKMEN STRIKE.

"Even a straw shows how the wind blows."

Rowland Kenney, writing in "New Days," the journal of New Conditions, a new English weekly, edited by Louis Vincent, states:—

To the ordinary man who has never been caught up and enmeshed in the industrial machine as a "hand," there is something unspeakably low and vulgar in a strike. It is to him the open manifestation of all the baser elements that so freely flower and fruit in the lower orders of society. It is an anti-social thing, carrying with it the seeds of national disruption and the breaking of all bonds that give civilisation permanence and stability.

ANTI-SOCIAL BY DESIGN.

A strike is an anti-social act. It is meant to be that. If it did not disturb the routine of life for the rest of the community it would be a failure. It is really impossible to take a strike too seriously, but to realise its importance and condemn it as a menace to society is not enough to justify us in condemning the men who make it.

The answer to the question, then, of why do workmen strike? is the same answer as the one that would be given to the question of why men go to war. Workmen strike for the same reason that they don khaki and go out to fight; because, when all else has failed, they depend upon force to settle their arguments.

THE DISAPPOINTING STATE.

The obvious objection to all this is that society does not consist merely of employers and employed. There is an important third party, the State, represented by the Government. Quite so, but the Government does not seem able to allay much industrial irritation. On the contrary, it creates much, and for this reason: Wherever it interferes in affairs industrial it appears to lean to the side with most wealth. To me, it seems inevitable that it should do so. It represents the existing economic system, and under that system industrial owners are of much more consequence than industrial workers, and their convenience must be considered first.

If anyone doubts this, let him consider the first act of the Government when war was declared. The financial and commercial interests were at once backed by the wealth of the State. The Government intervened, with substantial financial assistance, in the interests of the shipping, the banking, the railway, and the armaments interests. Mind, it had to; there was no help for it; and labour could be utterly neglected. But do not blame labour when, in face of these facts, it looks round and declares that Government will only concern itself with labour's welfare when labour has achieved the economic power that capital now possesses.

STRIKING IN WAR TIME.

Let us turn now to the most interesting and important phase of the subject, that of men who strike in war time. The two cases that stand out most clearly are the South Wales miners and various sets of munition and allied workers. When the South Wales miners (for whom no member of the public seems to have one good word to say) went on strike, they were roundly charged by the general Press, which never to my knowledge has ever fairly stated the case for the men in an industrial dispute, with treachery to the nation. Which was what they were distinctly not guilty of. So long as the mines are privately owned, so long as a small group of men, by virtue of their ownership and control, assume responsibility for the production of coal for the kingdom, so long is the attitude of the men whose labour power they purchase purely a matter of concern to the two parties to the contract.

Fortunately, however, for the honour of the mining community, the miners did not take up that attitude to which they were entitled. They reviewed the situation and approached it like patriots, but before going on with that I must give a brief history of the dispute. When war broke out there was an agreement between owners and men on wages and conditions, which was to be concluded in June, 1915. But instead of troubling further about agreements, the miners approached the owners in this spirit. They pointed out the dangers of an economic crisis; they dealt with the gravity of the situation from the point of view of the nation; they made an offer to the owners.

CONCILIATION AND INTERVENTION.

"Refrain," they said in effect, "from taking advantage of the international situation to increase profits, and we will not press for wage increases." The owners' reply can be read by any householder on his coal bills. The men waited a while, and then made the same request. They appealed for patriotism. Nothing came of it. And all the time the date of the termination of their agreement drew nearer. On March 3rd it was obvious the owners

intended to consider neither the nation nor the men, so the miners issued a statement of their demands. A number of meetings were held, at all of which the owners made it plain that they intended to do nothing, and then a suspicious incident occurred. The owners' chairman made a statement which could only be construed to mean that the owners were backed by the Government.

The attitude of the Government intensified the atmosphere of suspicion and distrust. Knowing how serious the position was, the Board of Trade officials absolutely ignored it. So the men put a full and frank statement before Mr. Runciman, but not until Mr. Lloyd George had been to Cardiff to address the miners could Mr. Runciman be led to see the gravity of the situation.

THE REAL TROUBLE.

In the meantime, a strike had taken place, which was called off after Mr. Lloyd George's visit. But then came the real trouble. Certain clauses had been agreed to. Mr. Runciman botched them in favour of the owners. The men were again in arms. A deputation was sent by the Cabinet to the men, and the members of this stated in plainest possible terms that the men's interpretation was the right one, but Mr. Runciman could not be got to see this. The point to note, however, is that the men struck, not against the nation, but because they saw clearly that they had nothing to do with the nation. Also because the representatives of the nation were prepared to let the owners bleed the nation—as they have done, are doing, and will continue to do.

THE CASE OF THE MUNITION WORKERS.

Now for the armament workers. It soon became obvious that the whole power of the armament firms and shipbuilders would be needed by the Government. It was not placed at the Government's disposal. Private firms who wanted repairs could have them done, and battleship work was put on one side if sufficient sums were paid. The men were asked to give of their best for the country, and they saw their best was simply swelling the profits of the employers. A crisis was inevitable, so the masters took the first step; they poured into the ready ears of Mr. Lloyd George a tale of slackness and drink. That impartial representative of the people published this without troubling to verify it. The men's representatives promptly tore it to tatters, riddled it through and through, showed that it proved nothing that it was supposed to prove, and that it was drawn up to hide the shortcomings of the employers themselves. Consequently, the munition workers, like the Welsh miners, came to the conclusion that, although Press and Parliament were prepared to go against them even to the extent of blackening their characters in the eyes of the world, a strike might be but the lesser of two evils even in the interests of the nation itself. They saw the possibility of the workers having to defeat the profiteers at home before they could hope to defeat the enemy abroad.

LABOUR IS AWAKE AT LAST.

I need not go into the question of the Munitions Act; every reader of "New Days" has learned from its notes that, instead of having been merely a protection against slackers and drunkards, it has gagged and bound the workers and handed them over in that state to the employers. Around us we see to-day coal and food at exorbitant rates; we see a struggle going on between tenants and landlords on the question of rent; we see lavish extravagance and exhortations from the most extravagant for economy on the part of the poor; and we see labour getting more and more restive. There are hundreds of tons of coal waiting for shipment, and colliers idle in Wales, because British shipowners are too busy making fortunes in other parts of the world to use their ships for transport here, and the Government looks benignly on. Most serious of all, we now see that labour is awake to these things; that it knows there is a vast deal of difference between a strike against millionaires and treachery to the State; and that sometimes it is wise to strike or threaten to strike, if only as a means of awakening the nation to some of the things of evil that are being done in its name.

WAGES BOARDS.

SUSPENDED OWING TO STRIKE. No. 1 Wages Board (Railway Group), which was to have met on Friday last, was not called together owing to the strike at Randwick. For the same reason there was no sitting of No. 2 and 11 Boards.

NO. 3 BOARD.

The "All Grades" claims for the Railways Group, No. 3 (Traffic) Board shall appear in the next issue of the "Co-operator." The claims run into several columns of space, and are unavoidably crowded out this week.

"Labor demands a reorganisation of society under which waste shall be eliminated from production and equity in distribution established on an enduring basis."—Brisbane Standard.

HISTORY OF THE AMALGAMATED ASSOCIATION TO THE EDITOR

THIRTY YEARS OF EFFORT. INTERESTING REMINISCENCES.

(Continued from last week.)

When we broke off this history last week, we were describing the interview between the Commissioner and Mr. Hoyle.

"You say," said the Commissioner, "that four hours a day are enough for a man to work (referring to a speech made by Mr. Hoyle) and you sow discord among the men."

Mr. Hoyle protested his loyalty, as before stated, and the interview closed. The following day the Commissioner again sent for Hoyle and during the interview he denied having said during the previous interview that Hoyle must give up his position as president of the Association. "We don't want you to give up your position as president or your rights as a citizen. What we want is your pledge of loyalty to the department."

Mr. Hoyle was asked if he was prepared to abstain from actions that tended to create dissatisfaction among the railway employees and embarrass the Commissioners and as his answer to such a request was not such as to satisfy Mr. Eddy, at the meeting of the Commissioners, December 31, 1890, it was resolved "That the services of Mr. Hoyle, at present employed in the interlocking department be dispensed with."

The matter was considered at a meeting of the Association Executive on January 3rd, 1891, and it was decided to grant Mr. Hoyle £5 per week.

The action of the Commissioners created a great amount of excitement in the service, and also among the public and a big meeting of protest was held at the Protestant Hall on January 6th, when it was decided to appoint a deputation to wait upon the Premier (Sir Henry Parkes). That "wily old general," as some one called him, refused to receive the deputation from the public meeting, but agreed to receive a deputation from employees only. However, nothing that was done affected the decision of the Commissioners, and Mr. Hoyle was not reinstated.

The year 1890 was full of events and we find the Amalgamated, on September 1st, striking a levy of a shilling per week per member, in aid of the strike funds. Later on we find Mr. Schey announcing at an Executive meeting that the Association had contributed £670 to the strike fund. It appears that at this period the Association finances were in a prosperous condition, although hard times were prevalent, as many as 600 per way men having been discharged at one time.

In October of this year (1890), Eddy refused to correspond with the Association or the General Secretary "on any subject."

A strike at the Bombo quarry occurred and the General Secretary after a visit to the place, reported that the Commissioner had been "reviled the Association." The men, he said had agreed to lease the quarry on a contract for three years on certain conditions and they appeared to be quite satisfied.

There was much activity in the early part of 1891. On February 7th a mass meeting was held and a formidable number of resolutions were carried condemning the action of the Commissioners in dismissing Hoyle and taking exception to the manner in which the Commissioners were treating the men in the service. About this time Mr. Manuel was elected President in place of Mr. Hoyle. There are signs of internal trouble too, for the Wallerawang branch is found writing to the Executive, stating that the General Secretary should be called upon to resign for neglecting to visit the branches, and that the Executive should refund all monies paid to Mr. Hoyle.

As an indication of the manner in which the Commissioners treated the Association at that time it may be mentioned that prior to the annual conference application was made for leave for delegates, but the Commissioner would not reply. His private secretary wrote stating that leave would be granted without pay and free passes, but that his word would have to be taken for it "as no written communication would be made by the Commissioner."

In the minutes for April of that year, it is mentioned that Mr. Hoyle had received three months' allowance at the rate of £260 per year, and that the fund for this purpose was exhausted. In the middle of this year the General Secretary (Mr. Schey) tendered his resignation, which, however, was not accepted until nearly twelve months afterwards. In August of this year Commissioner Eddy went home to England and on his departure the "Review" said, "He has been here two and a half years, and has managed to quarrel with all the organisations connected with the railway service."

An English paper of the period, commenting upon Eddy's regime in New South Wales, put it this way, "The attempt of Mr. Eddy to North Westernise the New South Wales railways is being met with tremendous resistance by the men—

they decline to be Eddy-fied."

The records of the Association indicate that at this time and the following year (1892) things went from bad to worse. Money seems to have been scarce, branches were everywhere closing up, and the outlook appeared to be anything but hopeful. Mr. Schey resigned from the position of General Secretary (after many attempts to do so) and Mr. W. A. Holman (now Premier) was appointed to the position and held it until 1894. In this year (1892) it was decided to discontinue, for financial reasons, the publication of the "Review" and it was not until 1903 that the journal reappeared. The period from 1892 to 1900 appears to have been one of little progress and development as far as organising work is concerned. The scanty records available seem to indicate that there were no big outstanding events to cause trouble or excitement. Mr. J. Coutie was appointed General Secretary in succession to Mr. Holman, and held the position for about a year.

In May, 1903, the "Review" again appeared and the following extract will serve to indicate the position of affairs at that time:—

"Our Association, the parent of the railway unions of this State, has experienced many and varied vicissitudes since its formation over seven years ago. For many years it flourished, and then, through various causes, began to decay. The latter process was slow but sure, until 1901 the Association became almost extinct, having a membership of barely 300. The officers in that year, being possessed of some vigor, considered that it was time a 'resurrection' took place, and they forthwith commenced an active campaign, organising and establishing branches throughout the State. The policy has since been continued, until at the present moment, only eighteen months after the resuscitation, the membership roll of the Association stands at 3,500. The work of the Association so increased that it became necessary to appoint a general secretary (who devotes the whole of his time to the work) and to secure a permanent office."

(To be continued.)

MORE MONEY, MORE PROGRESS

UNIONS SHOULD BUILD UP THEIR TREASURES.

A CHICAGO OPINION.

Under the heading "Union Preparedness" the "Union Leader," official organ of the Chicago electric railway employees, says:—

"One of the greatest drawbacks to our unions is the lack of spirit among our members to properly finance them. The merchant or manufacturer who is conducting a growing business, ever seeking to expand and cover new fields, puts more and more money into his business to protect what he has and to reach out for more. It is different with the average trade union. Wage movements are instituted and won, great gains are realized by the membership and not a dollar of the thousands and millions of wage increases is added to the union treasury to help protect advanced conditions and to forge ahead something better.

Shoestring financing of unions has been responsible for many defeats. The union with a good treasury properly safeguarded, is a power to be reckoned with and is sure to bring results. If we are to advance and establish conditions in industry which will guarantee the workers more of the better things of life we must build up our union treasuries. We must prepare to meet the opposition that has to be overcome before we can make advances, and it takes money to put up the fight.

"A cheap people make no progress. China is an example. A cheap union is no different. Proper standards allowed for, the progress of a union can be measured by the amount of money its members are willing to pay into it. The low due union gets small results, just as the high due union gets large results. Each is enabled to make a fight in proportion to its finances.

"When the members of the Amalgamated association were paying fifty cent dues they were getting all that fifty cents would bring. Since they have been paying dollar dues they have made great progress, both in wage return and union benefits. Some day our members will be educated to the necessity of two-dollar dues; then progress will be greater than ever.

"All our older unions have passed through the low due stage. They have learned in the school of bitter experience that a low due organization cannot be progressive."

A major of a regiment of British Guards lies in a German hospital blind and deaf, and with sixteen wounds in the leg. He has been a prisoner since October 1914, and the Germans refuse to include him in the exchange of incapacitated prisoners. Such is German chivalry.

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

A PER WAY MAN'S COMPLAINT.

Dear Sir,—A comparison of the wages-paid by the Chief Commissioner to the per way men and the wages just granted to the construction men is a fine demonstration of the injustices that the men first mentioned are working under, and should go a long way towards arousing the men to some action on their own behalf.

We are supposed to belong to the Amalgamated, but from what I can see we are only paying in contributions to provide funds to fight for the betterment of the aristocratic members of the union, while our own conditions are the worst prevailing in any section of the service. We have been gulled and fed on promises for the past two years and told we must make sacrifices during the war; but what are the conditions prevailing outside the service and compared with those inside? Among the highly paid men higher wages and increased salaries, and a greater harvest for the profit mongers, who have been allowed a free hand in fleecing the public.

The per way men will and have made sacrifices both in men and money, but at the same time there is a limit to the extent to which they are prepared to submit to be trampled upon, and if I am not mistaken, that limit has just about been reached.

I would suggest that every fetter and ganger resign from the Amalgamated and form a union of their own. If we have men in the per way suitable to sit on the Appeals and Superannuation Boards, surely we could find some with sufficient initiative to conduct our union. One certainly is led to think that we would be no worse off, if we were no better. I am in hopes that this crude epistle will be instrumental in bringing forth the opinions and suggestions of some more able victims than myself.

BILLY MOREE.

"Billy Moree's" complaint has much to justify it, but he makes the mistake—an all-too-common one—of blaming his union for omitting to do something that it had not the power to do. The claims of the per way men and signalmen, as "Billy" should know, were lodged just before the war started, and the Association officers were then looking forward to an immediate sitting of the Board, and an early settlement of the many questions in dispute. Unfortunately the expectations were blown away by the decision of the Arbitration Court, which suspended the operation of the Boards.

Even when, after many months of inaction, the Boards were allowed to continue their work, an exception was made of the Railway and Tramway group. Unfortunately the Association, in common with all other service unions, had no option but to grin and bear the delay—either that, or revert to the old weapon, the strike, which is never convenient and seldom advisable. However, when the embargo was lifted from the Railway and Tramway Group, the Amalgamated lost no time, but at once commenced to work again on behalf of the per way men. A number of preliminary meetings of the Board were held, and things appeared to be on a fair way of developing towards finality. A meeting of the Board was arranged for Friday last, and again something happened—a strike at Randwick. Immediately a strike commences, the operations of the Wages Boards cease. A judgment the other day laid this down as a rule, that if men wish to strike they cannot have arbitration, and conversely, if they want arbitration they cannot strike. Very well then, the Amalgamated did not bring about or order or encourage the strike, but it could not prevent it, and it had once more to sit down with the per way men's claims on its knee, so to speak, and wait until the rumpus is over.

If the per way men had had a separate union, the position would have been exactly the same, almost certainly worse, for undoubtedly the Amalgamated has more influence than any mere sectional union could hope to have. We do not think that "Billy's" reactionary proposal is meant to be taken seriously, because we feel sure that he recognises that it would mean a turning right-about-face, and marching back towards a primitive condition of things. Perhaps "Billy" has not taken into consideration the lack of initiation on the part of the per way men themselves. It might have been that if they were as militant as are some other branches of the service, they would, ere this, have succeeded in focussing attention upon their grievances, and have had them rectified.—Ed.)

SLEEPING BARRACKS.

Dear Editor,—A general wave of dissatisfaction exists throughout the Service among guards, drivers, and all those employees who are compelled to use the various barracks in the depots for eating and sleeping

FOR RAILWAYMEN'S NERVES

NOTHING SURPASSES

HEAN'S TONIC NERVE NUTS

The Famous Home Remedy for

HEADACHES, DIZZINESS, BACKACHE, INSOMNIA, NERVOUS BREAKDOWN, MENTAL DEPRESSION, and other Disorders of the Nervous System. SUMMER LASSITUDE, OVERWORK, HYSTERIA, PALPITATION, NEURALGIA, DYSPEPSIA.

There is no section of the community which sustains greater nerve strain and exhaustion than railway workers, who have to be ever on the alert lest some error of judgment on their part shall lead to disaster. It is, therefore, essential that they should possess a clear brain and sound nerves. Nothing helps them better to the acquirement of such than Hean's Tonic Nerve Nuts.

Mr. J. J. HOLT, Night Officer, Stanmore, writing on March 2, 1916, said:— Mr. G. W. Hean. Dear Sir,—After 37 years of a nerve-racking occupation it is only natural that one's nerves would become in a bad state. I was for about 20 years a Block Signaller on the Main Suburban Line, which any railway expert will admit is a very trying position. About six years ago I had to apply for a transfer to a position where there would not be so great a strain on the nerves. I tried several remedies in the hope of relief, but without success, until a friend induced me to try HEAN'S TONIC NERVE NUTS, and to-day I feel a new man. I can confidently recommend your remedy to anyone suffering from nerve trouble. Yours faithfully, J. J. HOLT.

HEAN'S TONIC NERVE NUTS are as good for women as for men. They succeed in re-establishing health by purifying and enriching the blood, and nourishing the nervous system. No "nerve" sufferer can use them without being materially benefited; the sooner they are used in cases of nerve wastage the more rapid is their restorative influence.

HEAN'S TONIC NERVE NUTS, in addition to being so good medicinally, are also economical. A bottle containing sufficient for 10 days' treatment costs only 3s., or six bottles 17s. 3d. If HEAN'S TONIC NERVE NUTS are not stocked by your chemist or storekeeper, do not accept any inferior substitute, but send direct to the manufacturer,

G. W. HEAN, Chemist, 178 Castlereagh-street, Sydney.

towns and suburbs, in close proximity to the depots (outside the railway premises), away from all noise, with an attendant to have hot water and fires in readiness to serve the wants of those arriving with the various trains. This would seem like living amongst civilisation, but some of the existing conditions would not be tolerated by any class of people outside the railway service. What a pity we were not amalgamated in one solid body. In such matters as these success would be assured. Yours, etc., DISGUSTED.

AMALGAMATED SCORES AGAIN

AN INCREASE FOR LABORERS.

Through representations made by the Association, the laborers at the Eveleigh car and wagon shops, on last pay day, received an increase of pay from 8/9 to 9/- per day. The increase was granted under the Leather Trades Group, No. 9 (late No. 8) Board, and naturally was very acceptable to those concerned. The opinion of the men may be crystallised into a concise sentence, "This, and better, will do."

BOARD AND RESIDENCE

MUDGE. Comfortable home for Railway men. Three minutes from station. Good Meals. Moderate terms. Miss Pettit, Horatia Street, Mudgee.

FOR SALE.

A PROFITABLE BUSINESS. The owners of a large and payable fruit and grocery business, not far from Sydney, find their strength unequal to carrying on the business owing to bereavement at the war, and so desire to sell. For full particulars, apply to— c/o "Co-operator" Office.

Grocery and Wines, cor. shop, 5 rooms, rent 25s.; takings, £30 a week; same hands 10 years. Compact, well assorted stock. A little gold mine, £145. Cash, c/o "Co-operator" Office.

BLOCKED MILK RUN, in Mountain town, selling 320 gallons milk per week, using to 400 gallons at Christmas. The business is growing too big for present owner. Rent £1 for shop and dwelling, stables, and half acre land. Apply "Milk Run," "Co-operator."

EXCHANGE

Fettler in New England district wishes to exchange with fettler in dry climate. Wife to take charge of gates. "Tricycle," Uralla P.O. Great Northern Line.

HEALTH FOODS

If we realized the value of certain foodstuffs not half the medicines would be required as are taken at the present day.

Buttermilk is found excellent for digestive disturbances. Celery is splendid for those who suffer from rheumatism; spinach is also good for rheumatism as well as gout.

Cider is an excellent remedy for dyspepsia. Lettuce greatly assists the person suffering from sleeplessness, while potatoes are found invaluable for the nervous person.

A stewed onion provides an excellent remedy for a cold, or a good alternative is hot lemon-water without sugar.

UNIVERSITY TUTORIAL CLASS IN SOCIOLOGY

A University Tutorial Class in Sociology will be conducted during the coming session in the Science Room, Sydney Grammar School, College-St., Sydney, on Saturday evenings at 8 o'clock.

The session will commence on Saturday March 13th, but a preliminary lecture will be delivered by Mr. Northcott on Saturday March 11th, on "Australasian Democracy."

The session will be delivered by Mr. Northcott on Saturday March 11th, on "Australasian Democracy." Intending students are invited to attend, or if they cannot attend on the date mentioned, to communicate with Mr. D. Stewart, General Secretary, Sydney.

GERMAN RULE IN BELGIUM

The circulation of English papers in Brussels was gradually stopped owing to the betrayal of the agents by spies. The German system of espionage is certainly very complete, and the spies are by no means all Germans.

AMAZON ACHIEVEMENTS

BEHIND THE WAR.

WORK OF BRITISH WOMEN.

A correspondent to the London "Times" writes in Eulogy of the English girl's part in war time.

"The participation of women in war tasks," he says, "has in all countries been admirable. The devotion of Frenchwomen in caring for the sick and wounded under the most difficult circumstances, even under heavy shell fire, has called forth justly-merited praise. But of all the braver Englishwomen alone have had an active share in the fighting, in that in so many cases they are doing a man's work. Hundreds of young Englishwomen have, for more than a year, been living close up to the front, working at men's tasks, with a skill and untiring cheerfulness that are astounding."

WOMEN STRETCHER-BEARERS.

"I was standing at the railway station of a village somewhere back of the French lines. A trainload of wounded arrived. A certain number of the wounded were allotted to this town. They were removed from the train into a temporary waiting-room, and then to the ambulances. I noticed that more than half of the stretcher-bearers were women—Englishwomen—and the ambulances were driven by the same women."

"As far as I can ascertain, Englishwomen are the only women in this war who have driven motor ambulances. These services have been performed not only at British bases, but more particularly among the French. Clad in fighting clothes wherever there are fighting men there the Englishwomen are to be found."

LIVING UNDER CANVAS.

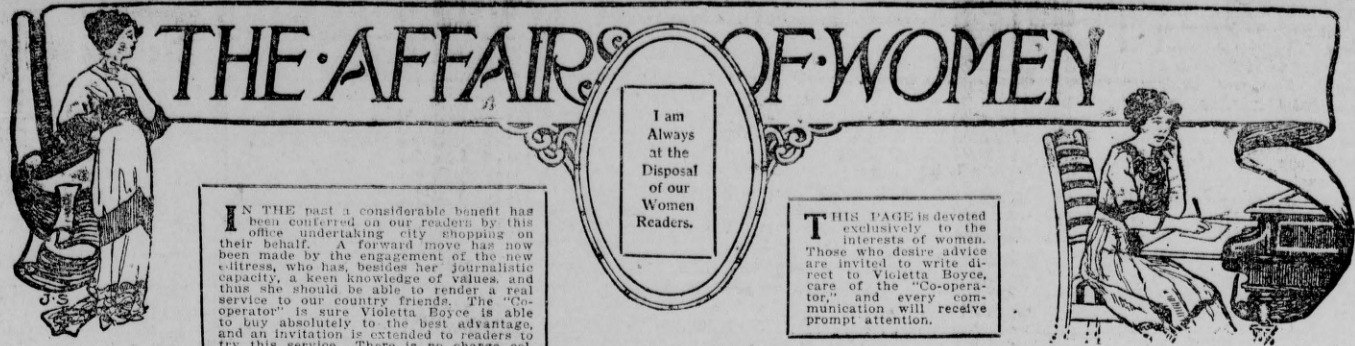
"Stretching across the rolling sand dunes of the north-east corner of France there are vast tent colonies, where for a year British women have been living under canvas, in all kinds of weather, nursing British wounded. It is one thing to nurse the wounded in well-heated comfortable hospitals, and another to live in a cramped, ill-heated, draughty tent, where one is obliged often to wade ankle-deep in mud to reach one's patients."

SHELL-MAKING.

"However, it is not only in the war zone that the women of England have answered the call of patriotism. I have recently returned from an extensive tour through Great Britain. Throughout the land I found stirring examples of the devotion of the women to the great cause. It would not be an exaggeration to say that the credit for the shell superiority which the British now have over the Germans is due to the zeal and skill of British women. The tin shell most commonly used at the front is made from start to finish by the women. There is scarcely a fuse fired by a British gun to-day that has not been made almost exclusively by female labor. The difficult task of making these fuses, the hundreds of operations needed to turn out a complete fuse, the delicacy of touch, and the deftness required to prepare this most intricate, sensitive, important mechanism of modern warfare—all this is the workmanship of the young girls of England. The fuse of a shell is perhaps its most essential component part. So that the women who at home are engaged on this work may rightly feel that theirs will be no small share of victory when British shells make a breach in the German line."

SACRIFICE AND DEVOTION.

"The women of England to-day are carrying the tradition of Florence Nightingale a step farther. No longer content to comfort the sick and alleviate the suffering, they have taken upon themselves many tasks hitherto borne by men. At home they are piling up munitions with an eagerness and zeal which more than equals that of the men workers."



THE AFFAIRS OF WOMEN

I am Always at the Disposal of our Women Readers.

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

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.

THE WASTE OF LUXURY

(By G. V. PORTUS, Tutor to W.E.A.)

It is surprising to find how often historical discussion in tutorial classes brings up the statement that the worker-of-to-day is not as well off as his predecessors of some past industrial age. And yet one should not be surprised, for "Laudator temporis acti," the man who praises bygone things, is always with us. But this statement, that we are not as well off as our forebears, will not bear a minute's examination as far as it concerns our economic welfare. Leaving out Australia, with its relatively high level of wages and good conditions, we can safely say that even the working man of Great Britain to-day is much better off than his predecessor of five, ten, or twenty generations ago. He has at his command many more comforts and enjoys a much higher standard of life.

WOMEN AND WAGES

Clara de Moleyns writes in the "Western Weekly News":—"No woman capable of doing the same work as a man, and doing it equally well, should receive a lower remuneration, and women should combine to prevent this. They lack as a rule this esprit de corps, this spirit of combination, and are inclined to lower the rate of pay thereby. Women should combine and stand by one another, refusing to be underpaid, and never accepting a lower salary than the legal one for good honest work. This, however, is a fault that the present bourgeoisie will probably rectify."

FADS AND FASHIONS.

The craze for ribbon ornamentations has resulted in the revival of sashes. Many of the newest semi-evening frocks are finished at the waist-line with ribbons drawn softly around and tied in large soft bows.

The latest idea is to have underwear fashioned of black silk and satin. A camisole of black silk and a petticoat of a good quality of black satin are exceedingly useful articles to have in one's wardrobe, especially if one has mostly dark frocks, but when one reads of black crepe de Chine knickers and night-dresses, and black satin corsets one realises that the fashionable woman of to-day is foolishly extravagant.

Small hats of gathered velvet figure in the millinery models depicted in the English fashion journals. There is almost a total absence of trimming on these small shapes. Other hats are formed of velvet and ribbon in combination, the small brims being fashioned of velvet and the crowns being composed of gathered ribbon.

There is an old-fashioned air about some of the new fashions, for many of the autumn modes appear to be based on the styles in vogue some 30 years ago. The full, short skirts and the little bodices are strikingly like those which were so popular in the eighties.

It is better to get really good blouse materials for quality, not quantity, is the motto of the well-dressed girl, and it is always cheaper in the end.

There is very little change noticeable between the blouse of early spring and that of the approaching autumn. At the present time, orange muslin is the most favored material, though washing silk and voile are very close "runners-up."

THE PROBLEM OF SLEEP

(Concluded from last week.)

Considering the misery of a sleepless night, and its incapacitating effects the next day, it is not surprising that specific relief should be so eagerly sought after. Though permissible in skilled hands, the self-administration of sleep-compelling drugs is dangerous, for they are all poisons, and a drug habit is easily formed. Moreover, they do not remove the cause which gave rise to the sleeplessness. Often the sleeplessness is a symptom of bodily trouble; of digestive derangements, disturbances of the heart or circulation, asthma, gout, and other diseases, which require the attention of the physician.

In the case of those who suffer from nervous irritability or mental excitement, sleep is sometimes secured by taking a hot bath before going to bed, at a temperature of ninety-nine or one hundred degrees Fahrenheit—that is to say, a little above the temperature of the body—and staying in it for fifteen or twenty minutes. In the case of those suffering from nervous exhaustion I have found the application of mild currents of electricity (galvanism) beneficial. Properly applied, they not only induce a sleep that is pleasant in character, but the patient derives general benefit from their influence. Sometimes the result is immediate, at other times a prolonged course of treatment is required, and in nearly all cases the effects are permanent.

When the insomnia is of psychic origin, psychic treatment is the best. In such cases it is our first duty to ascertain the disturbing element in the patient's mental constitution. It may be that ungratified desires and aspirations, which do not trouble the person consciously, but are buried in his subconsciousness, affect him just when he is on the point of going to sleep; it may be that the fundamental difficulty is a derangement of the moral perspective, that trifles occupy to large a share of his daily attention; it may be that he has got into a mental groove from which he cannot extricate himself; it may be that he has become introspective and watches himself overmuch; or it may be that he is given to worry with or without adequate cause. In all these cases we must apply psychotherapy. The method will vary according to the cause of the sleeplessness and the individuality of the patient; but, whatever method is applied, the aim is the same—namely, to teach the patient mental discipline and auto-suggestion, and to increase his will-power and self-control. Not only does the patient get cured of his sleeplessness, but he acquires powers which will serve him well in his daily work and intercourse with his fellow-men.

(To be continued.)

BABY WEEK

In the United States 300,000 babies under twelve months old die annually. The children's bureau of the department of labor is organizing a "Baby Week" this month. The need of bettering the conditions surrounding babies is to be impressed upon the public, and the proper care of infants described during this special week. No less than 400 communities are taking the matter up. The real way to better the condition of the babies is to see to the material welfare of their mothers and fathers. Of the 300,000 babies that die before reaching their first birthday, nine-tenths are the babies of the poor. The babies of Fifth Avenue and Manhattan don't die like flies. It is only a matter of environment after all. Once upon a time a child was born rich, he was to be well educated, well cared for, and was to know only sea pleasure. A distinguished career was mapped out for him. But while still a baby he was stolen; he was reared in the slums amid poverty, dirt and vice; he became a gamin, a pickpocket, a murderer, and was hanged on the gallows. Some men were gifted than others, "make good" despite environment, but these are exceptions that prove the rule. An environment that tends to debase is too big a handicap for the average man or woman, much more so it is for a child. Given well-educated, well-fed, well-clothed, and well-housed men and women, and there would be no need for "baby weeks."

SOME UNUSUAL LOLLIES

Honey Fluff: 3 cupfuls granulated sugar, 3 cupful strained honey, 3 cupful water, 1 teaspoonful lemon extract, 2 egg-whites. Boil together until the mixture hardens in cold water, then pour it slowly over the well-beaten whites of two eggs. Flavor and beat together until stiff enough to drop on buttered paper. One cupful of chopped nut-meats may be added.

Walnut Mints: 2 tablespoonfuls thick cream, 6 drops essence of peppermint, sifted confectioner's sugar, English walnuts. Mix together the first two ingredients, then beat into them enough of the sugar to form a stiff paste. Mold into small, flat balls with the fingers, then press half of an English walnut-meat to each side. The combination of flavors is unusually good.

Nutmeg Fudge: 2 cupfuls light-brown sugar, 3 cupful rich milk, 3 cupful grated chocolate, 1 1/2 tablespoonful butter, few grains salt, 3/4 teaspoonful nutmeg. Mix and cook ingredients until a soft ball forms when tried in cold water. Remove from fire and let stand until nearly cold; then add the butter, salt, and nutmeg. Beat until creamy.

Peanut Creams: 2 cupfuls light-brown sugar, 4 cupful hot water, few grains salt, 1 cupful melted butter, 1 cupful peanut-meats. Beat together thoroughly, then cook until the mixture forms a soft ball in cold water. Remove from fire and add the butter. Beat until creamy and stir in the peanut-meats which have been browned in the oven with a little butter.

MARK FOY'S, LIMITED

What Comes Next to a Man?—His Shirt! Except when he's in bed, and then it's his Pyjamas. Both of which Garments, being so continually in use, necessitate the strongest and best material. When you come to think of it, you spend all your life either in a shirt or in Pyjamas. So the wear and tear on both must necessarily be considerable. There is Maguetism in Prices! Yes, that's quite true if they are right, which is a healthy condition generally found at

MARK FOY'S, LIMITED

The following Prices are intended for those who wish to practice an All-round Saving, which is really, after all, the only effective method of adding to your income—

- Men's Cambric Fashion Shirts, neat Black and White Stripes, 2/11 each. Men's Cambric Tunic Shirts, stiff cuffs, 3/6, 3/11. Men's Zephyr and Oxford Fashion Shirts, 4/6, 4/11, 5/6, 5/11. Khaki Golf Shirts, double cuffs, soft collar, 5/6 each. Men's Cambric Golf Shirts, double cuffs, 2/11 each. Men's Zephyr Golf Shirts, double cuffs and collar, 4/6 each. Men's Hair-cord Zephyr Golf Shirts, double cuffs and collar, 5/6 each. Men's Poplin Golf Shirts, double cuffs and collar, 8/11 each.

We are just now offering a very fine assortment of Boys' Shirts, in Zephyr Cloth, Oxford, Flannellet, Ceylon, and All-Wool, Crimean, in every size, to fit Boys from 3 to 16 years of age.

- Men's Flannellet Pyjama Suits, all sizes, 4/10 each. Men's Ceylon Flannellet Pyjamas, sizes 34 to 44, 5/11 each. Men's Japanese Crepe Pyjama Suits, 6/11 each. Men's Oxford Cloth Pyjama Suits, fast washing colours, 5/11 and 6/11. Men's Ceylon Flannel Pyjamas, 8/11, 10/6, 12/6. Boys' Flannellet Pyjama Suits, fit boys from 4 to 14 years of age— Sizes: 1 2 3 4 5 6 7 8 3/- 3/- 3/3 3/6 3/9 4/- 4/3 4/6

FOY'S SUMMER UNDERWEAR FOR MEN.

The best value in Sydney. The most comfortable and durable, and the most moderately-priced and economical for keeping your bodies well clothed. Every care and supervision is given to the make and finish of each garment. Foy's Underwear for Men is widely known for Good Value and Quality.

- MEN'S NATURAL UNDERWEAR "Cotton and Wool" Undershirts, medium weight, 34in., 3/7; 36in., 3/3; 40in., 3/6; Light Weight, 34in., 3/11; 36in., 3/11; 40in., 4/6. Pure Wool Undershirts, medium sizes, 5/11, 6/11. Pure Natural Wool Undershirts—No. 1000, Jason, Light Weight, 34in., 5/11; 36in., 6/11; 40in., 7/6; 42in., 7/6; 44in., 7/11. No. 39T, Wolsey, Light Weight, 34in., 8/11; 36in., 8/11; 40in., 9/6; 42in., 9/6; 44in., 9/11. No. 450, Wolsey, Medium Weight, 34in., 10/6; 36in., 10/6; 40in., 11/-; 42in., 11/6; 44in., 12/6. Cotton and Wool Under Trousers—No. 00, Light Weight, 34in., 4/6; 36in., 4/6; 40in., 4/9; 42in., 5/-; No. 990, Medium Weight, 34in., 3/6; 36in., 3/6; 38in., 3/9; 40in., 4/-. Pure Wool Under Trousers—Medium weight, 6/6, 5/11. Boys' Pure Wool Golf Hose, in Heathers, Black and Navy, 2/11 per pair.

CLOTHING DEPARTMENT.

The way Foy's Clothing Factory can turn out a Boy's, Youth's, or Man's Ready-to-Wear School or Business Suit is a credit to any factory in the world. To those who thoroughly understand, the value Foy's offers in his style, material, and workmanship commands expressions of approval, while the boy, youth, or man who directs his steps to Foy's for a suit feels, directly he puts it on, that he has spent his money wisely, and scored well with every penny. Suits made by Foy's retain their shape longer, because they are better made. Foy's is not of the hungry sort, anxious to get rich quickly, but he merely looks for a small profit on each article sold throughout the year, to pay working expenses, and have a little left for enterprise and industry.

- Boys' Cotswold Suits, made with yoke back, vent, 4 pockets, plain or button at knee knickers. In Medium or Dark Grey Tweeds, Fancy Tweeds, and Navy Twill Serges. Will fit Boys of from 4 to 14 years of age. Prices, 18/11, 22/6, 25/-, 30/-. Boys' Rugby Suits, 3 Garment, Coat, Vest, and Knickers. Knickers either plain or button at knee. In English Tweeds and Navy Twill Serges. To fit boys of from 8 to 16 years of age. 21/-, 25/-, 27/6, 30/-. Boys' Norfolk Suits, to fit boys of from 6 to 12 years of age. In English Tweeds and Navy Twill Serges. 18/11, 21/-, 25/-. To fit Boys or from 3 to 8 years of age. "Small Boys" Randwick Style Suits, with Pleated Fronts, Belt Back and Vent, in Striped Crash, 10/6; in White Drill, 8/6; in Poplin, 12/6; in Tussore Silk, 12/6; in English Tweeds, 16/11, 21/-, 25/-. In Navy Twill Serge, 22/6, 27/6, 30/-. Boys' Black Lustré and Black White Stripe, Norfolk and Manly Style Coats, fit Boys 6 to 14 years of age, 9/11, 10/6, and 12/6.

MEN'S TROUSERS.

- Men's Strong Tweed Trousers, suitable for hard wear, well cut and well trimmed, 7/6. Sizes to fit Stout Men, 6d. a pair extra. Men's Striped Worsteds Trousers, in neat designs. Trousers that can be worn by the most fastidious man. The cut and finish are of the best, 8/6, 9/6, 12/6, 14/6. Sizes to fit stout men, 1/- pair extra. Boy's Extra Special Quality, in Striped Worsteds Trousers. The stripes are the neatest, and all that could be desired in trousers for men who are particular. The make and finish are the best. They hang perfectly with permanent turn-up or plain bottoms, 17/6. Side or Cross and Hip Pocket. Men's All-Wool Navy Serge Trousers, fast dye, side or cross pockets and hip pockets, 11/6. Ex. Special All-Wool Navy Serge Trousers, fast dye. These trousers are of the best serge, and are old value; the dye, which we can guarantee, Foy's best cut, and the very best trimmings, made with permanent turn-up or plain bottoms, side or cross hip pockets. The Price, 18/11. Sizes to fit stout men, 1/- a pair extra.

MEN'S SUITS.

- Men's Suits, in Dark and Medium Greys and Browns, latest designs, well finished, trousers with cuff bottoms. Prices 45/-, 47/6, 50/-, 52/6, 57/6, 60/-. Sizes 3 to 7; Sizes for Stout Men, 50/-, 57/6, 60/-. Men's Tweed Suits, in Dark and Medium Greys and Browns, Striped and Plain Designs, all finished in most up-to-date styles. These are good, warm winter trousers. Prices, 37/6, 45/-, 47/6, 50/-, 57/6, 60/-. Sizes 3 to 7, 1/2 Sizes for Stout Men, 55/-, 60/-, 65/-. Men's Blue Suits, with Fine Penicil Stripe, cut and make equal to order-made garments. Prices, 57/6; 1/2 Sizes for Stout Men, 60/-. Men's Indigo Serge Suits. Prices, 45/-, 47/6, 50/-, 55/-. Men's Suits in Worsteds Tweeds, Striped and Plain Designs, in Grey and Browns, stylishly cut and finished. Trousers and cuff bottoms. Sizes 11 to 33, 37/6, 40/-, 42/6, 47/6, 50/-, 52/6. Youths' Indigo Serge Suits, sizes 11 to 23, 37/6, 42/-, 45/-, 47/6, 50/-, 55/-.

MEN'S UMBRELLAS.

- Strong Framed, Good Wearing Silk Mixtures, Silver-mounted, Umbrellas, 3/6, 4/11, 6/6, 8/6, 9/11, 11/6, 12/6, 16/6.

LADIES' TAILORING.

We have pleasure in informing our Customers and Friends that we have reopened our Ladies' Tailoring Department under the direction of Mr. S. R. Du Mughn, who is so well and favourably known to Sydney as a successful artist in the Designing, Cutting, and Perfect Fitting of Ladies' Tailor-made Garments. We have been fortunate in securing the services of this gentleman, as we feel assured that his wide experience, gained through many years' connection with some of the foremost Ladies' Tailoring Houses in Paris and London, will—when combined with our fine stocks and well-known moderate prices—immensely increase the prestige of this favourite section. All materials and colourings of our stock will be found to fashion's decree, and we request, in your own interest, the favour of an early visit.

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



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

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

Ring up 'Phone 51, Lidcombe, for Designs of Memorials, etc., post free. THOS. ANDREWS & SONS, Manufacturers of every description of Worked Memorials. Railway-st. and Hunt-st., Lidcombe. Will order too large—Never too small.

Newman's Worcester Sauce



EQUAL TO THE BEST IMPORTED—COSTS LESS



SHOP BOYS' STRIKE REPORT OF COMBINED UNIONS

WHY THE DISPUTE WAS NOT SETTLED

The strike of men at the Randwick workshops, referred to in our last issue, is, at the time of issue of this paper, likely to be settled. The position was bordering on chaos consequent upon the divided control of the trouble, due to such a large number of unions being concerned, and to the fact that the boys who were the primary cause of the trouble have got out of hand and refused to obey the decision of the conference of unions sitting in the endeavor to solve the trouble. So mixed was the position that the statement issued by the secretary of the combined unions' conference, which was sitting daily at the Trades Hall, seems to cover the ground as fully as possible. This report, which was issued on Monday night last, is as follows:—

1. There are about 60 shop boys employed at the Randwick workshops. About 20 of these are members of the Amalgamated Railway and Tramway Service Association; two are members of the Tramway Union, and as far as can be ascertained, the remainder are not members of any union, although since the strike began about 22 have promised to join a union. 2. Under a recent wages board award, boys engaged in assisting certain classes of mechanics, are entitled to higher rates of pay than the prevailing departmental rates of pay. Application under section 26 of the Industrial Arbitration Act was made for the higher rates. The application was granted in so far as it applied to the boys engaged in classes of labour specified by the award. The Chief Commissioner advised the Amalgamated Railway and Tramway Service Association that, as regards those boys not legally entitled to the increase, he, the Chief Commissioner, would consider the granting of an increase as a matter of grace. 3. This decision was duly communicated to the boys concerned on the morning of Friday, February 25. 4. The boys decided that unless the rates were conceded to all of them, and not merely to those legally entitled thereto, they would cease work. 5. This request not being immediately granted, the boys ceased work. 6. The journeymen were asked by the department if they would work with other journeymen in order to carry on the work without the assistance of the boys. The journeymen declined on the ground that it is a point of honour among unionists not to undertake the duties of men on strike. 7. A notice was posted at the Randwick workshops at 11.40 a.m. on Monday, 28th February, intimating that owing to the strike of shop boys, the services of a certain number of men would not be required after 12 noon that day. 8. According to the department's statement, this notice affected about 200 men. 9. Certain other employees affected decided that if any of their mates were "stood off" they would all "down tools." This decision was carried out. 10. The number of men affected in all grades is approximately 1000. 11. A conference was convened, consisting of representative of the Amalgamated Railway and Tramway Service Association, Electrical Trades Union, Tramway Union, Blacksmiths' Society, Federated Ironworkers' Association, Amalgamated Society of Engineers, Australasian Society of Engineers, Moulders' Union, and two delegates elected by the boys on strike. 12. A deputation from conference waited upon the Deputy Chief Commissioner. Mr. Fraser stated that if the boys returned to work he would sympathetically consider their case. Already he had decided to go into the whole matter thoroughly, and assured the deputation that the boys would be fairly dealt with. It was specifically stated that there would be no victimisation. 13. Conference decided to recommend a resumption of work on the guarantee of the combined unions that the boys' grievances would be rectified within 14 days. 14. Delegates from conference addressed a meeting of the boys who, however, having been previously well primed by anti-arbitrationists, decided not to return to work. 15. It was decided by conference that a mass meeting of all unionists affected be convened for the purpose of recommending for adoption the following resolution:—"That the boys be instructed to return to work on Monday morning, March 6th; and that all men employed at Randwick present themselves for work at the usual starting time, and that the Chief Commissioner be notified of the terms of this resolution. Further, that in the event of the boys not receiving a satisfactory settlement within 14 days, all unions represented at conference pledge themselves to urge upon the Commissioner the necessity of immediate rectification of the grievances." Delegates from the Amalgamated Society of Engineers and the Federated Ironworkers' Association were present and voted.

16. Delegates from the Amalgamated Society of Engineers and the Federated Ironworkers' Association intimated to conference that their associations had decided not to return to work until after the boys had received full satisfaction. 17. The mass meeting and the subsequent ballot were rendered abortive by the action of the Amalgamated Society and the Federated Ironworkers' Association opposing all attempts at a reasonable settlement. Although challenged at almost every sitting of conference to suggest an alternative course their delegates could offer nothing but mock heroism, such as the flamboyant declaration that they would "beat the Chief Commissioner to his knees" and similar twaddle. 18. The boys being mostly extremely young—one of their delegates being 16 and another 18 years of age—were easily influenced and misled into adopting an insolent and defiant attitude towards the Combined Unions' Conference. 19. Briefly put, the position is:—The Chief Commissioner has agreed (a) to pay increased wages and back pay under the said award as from July 14, 1915, to all the boys legally entitled thereto; (b) Sympathetically to consider, within 14 days, the granting of an increase to all shop boys at the Randwick Workshops—to standardise the shop boys' rates of pay—and to make such increases retrospective. 20. The conference of combined unions, recognising the foolishness of the "beat the Commissioner to his knees" blather, recommends a resumption of work on even better terms than recently have been accepted by militant unionists. 21. An adequate remedy has been provided for rectifying the cause of the original trouble, there is, in the opinion of conference, no legitimate barrier against the immediate resumption of work. Dated, March 6, 1916. The report was signed by the representatives of the following unions:—Amalgamated Railway and Tramway Service Association, Electrical Trades Union, Tramway Union, Federated Ironmoulders, Blacksmiths' Society, Australasian Society of Engineers.

On Tuesday afternoon the conference again sat, and the delegates were practically unanimous on the necessity for decisive action in what is now described as "an intolerable situation." Speakers during the meeting considered that the unions were drifting to disaster, and the trouble was that two unions concerned were endeavoring to dictate to the six others. It was considered that there was nothing now to stand out for since the offer of the Acting Chief Commissioner was fair and reasonable, and had been accepted by the majority of the unions. The boys had put themselves right out of the question by flouting the combined unions, and the patience of the conference was altogether exhausted. It was considered that there was now no cause for them to be out on strike, and after much discussion it was resolved:—"That this conference of unions is of the opinion that work should be immediately resumed at Randwick, and that this decision be conveyed to the Acting Chief Commissioner." Several members of the conference subsequently conveyed the decision to the Commissioner, and Mr. Fraser stated that the position could not last, and any of the unions who imagined that they could come back on their own terms were under a misapprehension. He had stated that it was a matter of all or none coming back to work, and at that time he had not considered the possibility of a majority of the unions desiring to resume work and being prevented from doing so because a couple of societies were not prepared. In this connection he would waive the decision, and notified them that Randwick workshops would be thrown open on Thursday morning, the 9th, at 7.30, and employment would be available for the men, provided they were prepared to carry out their work. There must be no such thing as standing by their jobs, as that would put them exactly where they were last week, and would be an impossible situation. He expected there might be some initial difficulties, but if the men desired the works to re-open he expected they would do their best to get things going. His assurance that there would be no victimisation still held, and also the assurance in regard to the boys. He had no intention of receding from the position he had previously taken up; the boys' grievances would receive full consideration at the earliest moment after they resumed work. The Commissioner hinted that although the doors would be open on Thursday morning, the offer would not be given indefinitely, and men who did not return would be considered to have left the Service. The deputation then reported this interview back to the conference, and a recommendation was carried urging the men to return to work on Thursday morning, the 9th inst., at 7.30 o'clock, and the secretary was instructed to insert advertisements in the paper, and through the union

officers regarding the resumption. It is considered that the men belonging to the Amalgamated Railway and Tramway Association, the Electrical Trades, Tramway Federated Ironmoulders, Blacksmiths, and Australasian Engineers' Society will adopt the recommendation, holding the course taken as the only one compatible with the maintenance of solidarity and union discipline as opposed to anarchy and chaos. "As we go to press we learn that, as a result of a meeting of Amalgamated members concerned, decided to turn up to work in accord with the conference decision. The boys are also said to have held a meeting, at which the same decision was arrived at. It is interesting to learn also that, as a result of the determination of the Combined Unions to advocate a resumption of work to-day, the Ironworkers' Assistants and Amalgamated Engineers have also instructed the boys to resume work. Whether they, too, will resume remains to be seen.

NOT ENOUGH SPACE

A big pressure of copy has this week forced us to hold over many items of interest, amongst which the Superannuation Board report, Newcastle report, Benefit Company's annual meeting, Tramway Picnic balance-sheet, letters from Jas. McKinney, Justice, and others. We hope to catch up next week.

EXECUTIVE.

The first meeting of the 1916 Executive took place on Saturday last, commencing at 2 p.m. and there were present: Messrs. Campbell (President), Clyne, Kavanagh, Mulder, O'Donnell, Kearney, Evers, Long, Pinkstone and the General Secretary. The minutes of February 16 and 22nd meeting were confirmed, and the General Secretary reported having written to Chairman Brown of Randwick branch as instructed relative to the complaint of Mr. Yates, concerning the election of Conference delegate, but had not yet received any reply.

THE FINANCE STATEMENT.

The financial statement, together with the following accounts due for payment were then presented.

ACCOUNTS.

Table with 2 columns: Description and Amount. Includes items like Head Office salaries, W. J. Amor, 250 Badges for 1916, Stamps account, C. Thompson, Arrears account, Political Labor League Affiliation fees, W. Teen, lost time attending conference unions, McCoy and McCoy, painters award, McCoy and McCoy re "Co-operator", N.S.W. Govt. Tramway Employees Union, Legal expenses minimum wage appeal, Petty Cash, E. D. Campbell expenses, Appeals Board Campaign, R. Corish expenses No. 2 Board, G. Armstrong, organising expenses, A. C. Wallace lost time collecting, "Co-operator" Ltd. Gen. expenses (ticket books), "Co-operator" Ltd. Gen. printing A.G.M., "Co-operator" Ltd. Gen. subsidy, Government Printer Industrial Gazette, Samuel Bowen, Ltd. rent to 23.3.16, Samuel Bowen, Ltd. Lighting, Trades and Industrial Hall Conference Feb. 21, 22 and 29th.

The P.L.L. account of £66 was considered at length. Several members expressed the view that the value received was not worth the outlay, while Mr. O'Donnell held strongly that the privilege of attending Conference and being enabled to place the needs of operations of the organisation before the politicians was well worth the expenditure. No adverse action was taken, however, it being considered that since the expenditure was incurred it should be met. Items covering small losses of time by the members on Association business were criticised also, the opinion being expressed that the limit of this expenditure should be as near the minimum as possible. Mr. Pinkstone said he had himself lost considerable time in collecting at times, and had not charged for it. The President pointed out that the payments made were to tramway collectors, who worked upon a different basis to others. It was on a basis adopted by another service union, and it was considered advisable for the Amalgamated to also collect in like manner. After lengthy discussion it was decided that the amounts should be

passed for payment, excepting the account from Randwick branch, which was held over pending further details. In authorising the newly elected treasurer, Mr. Evers, to sign cheques, the Executive decided that Mr. J. L. Long (trustee) should also be empowered to sign, but only in the absence of the treasurer, through illness or leave, and on wages or rent cheques only. The general secretary reported that the stock of badges were almost exhausted. He thought there would be an increase in orders to face Members considered that the value after the first quarter was not nearly the same as during that period, and it was resolved that no more medals be ordered at present. Mr. Pinkstone suggested that collectors be asked to forward orders to head office.

ASSOCIATION FINANCES.

The question of the finances of the organisation was introduced by the general secretary, who indicated that in view of the cost of living, wage boards, and other commitments there would be a serious deficiency to face very soon. After canvassing many methods suggested to meet this financial need, Mr. Thompson suggested increased contributions, pointing out that the Amalgamated rate was the lowest charged in the State. Mr. Kearney thought the system of quarterly tickets could be improved, and suggested a scheme of monthly tickets at 1/3, with half-yearly and yearly tickets at a rebate equal to the difference between the monthly rate of 1/3 and the present rate charged of 12/- per annum. This would not only yield additional revenue of £700, but would minimise the work of head office. He moved to this effect.

Mr. Kavanagh said he had had this scheme in mind for some time past. He resented a new ticket scheme, and submitted under the rules they could not accept Mr. Kearney's idea. Mr. Clyne thought an increase of contributions necessary, and under the circumstances would favor 1/6 per month, in view of the expenditure of industrial boards and other matters. He thought they should frame a scheme, and call a special general meeting to deal with it. Mr. Mulder endorsed the idea outlined by Mr. Kearney, and thought there were no legal disabilities in the way of issuing monthly tickets at increased rates. Mr. Kearney said they were elected to represent the whole of the organisation, they saw the necessity for increased contributions, and they should have the courage to lead the members.

Mr. Thompson said the special general meeting could be called with very little expense, on a Saturday afternoon, and would be carried out similar to that held in 1914, when city delegates attended without pay, and country branches in many cases sent proxies. Mr. Kearney then moved that the general secretary draw the attention of all branches to the financial position, with the necessities of the coming year, notifying that a special general meeting would be held on Saturday, April 29, at which metropolitan delegates would receive no payment for attendance, and for which the Executive would recommend no payment for attendance of country delegates. Mr. O'Donnell pointed out that April 29 would in all probability find many country delegates in town attending the P.L.L. conference. The resolution was carried.

On the motion of Messrs. Clyne and Mulder it was decided that the first business of next Executive meeting should be to define a scheme for an increase in contributions for submission to the special general meeting. On the motion of Mr. Kavanagh, the Executive appointed the following committee, viz., Messrs. Campbell, Kavanagh, and Evers to consult with the "Co-operator" in regard to the recommendations made by Conference. Mr. Kavanagh also drew attention to the Conference recommendation directing collectors to forward addresses of members so that the "Co-operator" list might be revised. In this matter Mr. Kearney thought the work at Head Office should be regulated so that an efficient check might be possible on the list. He did not suggest that the "Co-operator" was increasing the list without any authority but said there should be a check in their own office.

Mr. Campbell: "The 'Co-operator' is paid on our own account, the check being kept at Head Office." It was resolved that the General Secretary should take the matter up and endeavor to get the list in order in accordance with the desire of the Conference. The next meeting of the Executive was considered and Mr. Kearney suggested that they should meet one full day in each quarter, so that the whole business of the Association could be effectively dealt with in addition to the ordinary fortnightly meetings. The Executive should approach the Chief Commissioner to secure a day's leave of absence without loss of pay. Mr. Clyne endorsed this action and considered it was a splendid move, he thought that if it were possible that members could arrange to have their work so that they could secure

a day without loss of pay, it would be so much the better for the Association, in any case he held that where a member was unable to secure the concession, the Association would receive full value in paying such a member his ordinary rate of wages. It was ultimately agreed that a full meeting should be held one day per quarter, and any member unable to fit his work in with such sitting, should be paid his day's wages and any out-of-pocket expenses, the General Secretary to apply to the Chief Commissioner for leave of absence, and where necessary, individual members to make application to their departmental officers. It was decided that the Executive meetings should be held every second Friday at Head Office at 8 o'clock, and that members should not be specially notified of meetings. The Executive fixed the 13th inst., as the day for the next council meeting.

ORGANISING. Mr. Kavanagh said it had been decided they should go no further in the matter of unity conference with several sectional organisations since no result had been achieved, and there was little to hope for in that direction. He moved that at the next council meeting the Executive should invite the branch collectors and secretaries to be present together with the councillors, so that they might organise a campaign for the metropolitan area. He thought the present time bright for starting out on an organising campaign, and hoped this new Executive would lead in the next twelve months, with some solid work to forward the "All Grades" movement. Mr. Campbell suggested that councillors might resent over-shadowing council business with these matters, he, himself, was heartily in accord with the idea. Mr. Mulder thought the idea an excellent one, but held there should be a special meeting to go into the matter. Mr. Kavanagh fell in with this idea and altered the resolution to provide that a special meeting be held on the 20th inst. Mr. Evers moved as an amendment that all branches should be asked to send two elected representatives. This was in accordance with his desire to see each member secure direct and true representation. It was shown, however, that many branches had held their meeting and unnecessary delay would occur. Mr. Evers then withdrew his amendment, and the resolution for the 20th was carried.

The General Secretary reported full particulars of the Randwick trouble. (This is dealt with in another column.) He mentioned that he had represented the organisation at the combined conference and the Executive endorsed his action, and ordered that he should officially represent the Association at all future conferences. Very full consideration was given to the position created at Randwick and instructions were issued as to the future attitude of the Association in regard to the matter as it might develop. The General Secretary also mentioned the trouble at Eveleigh, in regard to the claims of the coach-makers, which was seriously affecting a large number of Amalgamated members. Suitable action was determined upon to deal with the trouble. This matter is also dealt with fully in another column. Mr. Evers brought forward the trouble between the Vacuum Oil and Companies and the Wharf Laborers, and said that Darling Harbor branch had been approached and asked to assist the Wharf Laborers in securing a settlement. Delegates from Darling Harbor branch had attended the meetings with the wharf laborers and conferences were still being held. It was pointed out that the Harbor men had found that although the wharf laborers had come to a decision to cease work on the Oil Co's goods, and immediately brought into the trouble other unions, they, themselves, had gone and taken work in other directions, leaving the other unions to bear the brunt of the strike. Darling Harbor had formulated a demand that this should not be allowed and after some negotiating, it had been agreed to by the wharf laborers. The action of Darling Harbor was endorsed by the Executive, and the branch was authorized to continue further negotiations.

Mr. Clyne brought up the claims of the gangers and fettlers and others under No. 1 Board, and asked what the position now was in regard to this class of labor in the Service. The General Secretary reported that No. 1 Board had already sat for the gangy boys, and arrangements were made to continue the sittings on Friday last, but owing to the trouble at Randwick, the Board sittings had lapsed. Mr. Clyne stated that the Chief Commissioner was paying the same rates to the construction and deviation men as were being paid to the men employed on the Norton-Griffiths works, and considered that this should be extended to the men in the service. The General Secretary said they had had considerable trouble in regard to the representation on the Board it having been changed such a number of times; he hoped, however, that the Boards would continue sitting when the strike trouble was over.

CULLERIN. Usual monthly meeting was held at Cullerin on the 4th inst., at 3 p.m. President Kennedy in the chair. The transfer of Mr. H. Smith from Cullerin to Goulburn branch as per Head Office advice was noted and the secretary was instructed to write to the Executive, protesting against the transfer of a member who is living at the centre of one branch to another one some distance off, as being against the best interests of the Association. Also Head Office is to be

asked to credit this branch with money paid in by Mr. Smith. Mr. Jas. Knight was appointed secretary of Cullerin branch for this year. Will members please note the same, also that secretary's address is Breadalbane. Mr. Kennedy was appointed Treasurer for the year. Owing to the change of secretary it became necessary to alter the time of meeting at Cullerin, and a meeting is to be held the first Saturday in every alternative month at 3 p.m. Resolved that Mr. Kelson be appointed collector for this branch. Mr. Kitson, who is the interlocking section man at Yass, and who is frequently along the district covered by this branch will always be pleased to hear from members. A report was read from Mr. Armstrong, our delegate to Annual Conference, and a vote of thanks was tendered to him for the able manner in which he carried out his duties. The following new members were admitted: Messrs. G. Holmes, A. Rowe, and A. Tiekner. The meeting decided to let the matter of dealing with unofficial members stand over till next month so as to give members, who are in arrears, an opportunity of clearing themselves on the books before the end of the present month. A successful meeting closed at 4.30.

BRANCH MEETINGS. (Continued from Page 2.) SYDNEY No. 1. The monthly meeting of this branch was held at Head Office on Thursday, March 2nd, President Lockhard in the chair. The manager of the "Co-operator" was present, also Mr. Executive Officer Pinkstone, who is also a member of the branch. Members consider that the interests of the Sydney branch will be well looked after with Mr. Pinkstone on the Executive. After the minutes were confirmed, correspondence was dealt with. A big increase of new members was proposed by Messrs. Munro, Teague, Hudson, Sigle and Lockhard. Appreciation was expressed for their untiring efforts. The new members were as follows:—Messrs. C. H. Morgan, C. S. Mitchell, W. Rowse, F. Evans, H. W. Bowyer, J. A. Casey, F. Greshbach, M. Black, C. O'Leary, J. Hogan, Roger Duffy, J. Healey, W. Furt, J. King, C. W. Tugg, W. Gilbert, J. G. Teague, G. G. Burgess, J. Lovett, A. Groden, M. Cronin, J. McFarlane, W. Woods, R. Lunnon, W. Everson, H. Francis, A. Lockhart, J. Kirby, and F. McDonald, totalling twenty-nine new members. These were accepted. Two transfers were granted—Mr. Brooker to Penrith and Mr. Ingersole to Eveleigh branch. Mr. Pinkstone challenged the acceptance of Mr. Tulloh as a new member on certain grounds. It was decided to leave the matter in Mr. Pinkstone's hands. Mr. Munro appeared on behalf of Mr. R. C. Shaw that he be made financial to 31st September owing to being off duty ill for six months. This was referred to the Executive, with a recommendation embodying a request. Messrs. Hoares and Billington, bricklayers, submitted a case to the meeting, in which it was shown that these men are being paid at the rate of 9/- per day by the Department whilst the outside rate is 10/4. They had approached the Department with no result. The matter was ordered to be sent to the General Secretary to refer to the Chief Commissioner. Mr. C. West complained about the delay in connection with the gangers' case. The position was that a deputation had waited upon the Chief Commissioner, who admitted they were underpaid, and promised redress. This was a considerable time ago, and no action had yet been taken. He moved that the General Secretary write to the Chief Commissioner, asking for the result of his consideration of the case. Another case requiring some explanation at the hands of the Department was discussed. It was shown that there are two machines in the spring shop, similar in design and doing similar work, called buckling machines, each being worked by a machine-smith and two strikers with double fires; these strikers should receive 9/10 per day. One of the smiths, however, receives 10/4 per day, with close on thirty years' service, and his two strikers receive 9/4 per day, whilst the other smith, with only seven years' service, receives 11/8 and two strikers 9/10. Members think this to be grossly unfair, and sufficient to dishearten any man from giving honest service. It was moved by Mr. Crossman that the matter be referred to the Council. Mr. Elliott brought up the claims of the machinists in the blacksmiths' and spring shops. These men are only receiving 9/6 per day, working six machines. It was shown that, under the engineers' award, the work of this class of machinist was to be paid at the rate of 1/3 per hour, and after much consideration it was decided to ask the General Secretary to claim this rate on behalf of these men from the gazette of the engineers' award. Mr. Munro referred to the balance-sheet and the picnic balance showing thereon. He said the amount showing was not correct. He asked Mr. West to say whether he had received any notice from the Secretary received £3/3, not £5/5 as stated by the General Secretary at conference. He then moved that the Executive be asked to review the balance-sheet in this direction. Mr. Munro stated that, whilst dealing with the picnic, the Executive be asked to draw up a set of rules governing the next picnic. This was carried. A vote of thanks was carried to the manager of the "Co-operator" for being present, which was briefly replied to, and Mr. W. A. Cuneo, a new member, was welcomed, to which he also replied at length. Secretary made an urgent appeal to the members to endeavor to make the meetings larger, and issues the same herein. Members should be present to take their part in the deliberations of the branch on every occasion.

BRANCH MEETINGS. (Continued from Page 2.) SYDNEY No. 1. Usual monthly meeting was held at Cullerin on the 4th inst., at 3 p.m. President Kennedy in the chair. The transfer of Mr. H. Smith from Cullerin to Goulburn branch as per Head Office advice was noted and the secretary was instructed to write to the Executive, protesting against the transfer of a member who is living at the centre of one branch to another one some distance off, as being against the best interests of the Association. Also Head Office is to be

asked to credit this branch with money paid in by Mr. Smith. Mr. Jas. Knight was appointed secretary of Cullerin branch for this year. Will members please note the same, also that secretary's address is Breadalbane. Mr. Kennedy was appointed Treasurer for the year. Owing to the change of secretary it became necessary to alter the time of meeting at Cullerin, and a meeting is to be held the first Saturday in every alternative month at 3 p.m. Resolved that Mr. Kelson be appointed collector for this branch. Mr. Kitson, who is the interlocking section man at Yass, and who is frequently along the district covered by this branch will always be pleased to hear from members. A report was read from Mr. Armstrong, our delegate to Annual Conference, and a vote of thanks was tendered to him for the able manner in which he carried out his duties. The following new members were admitted: Messrs. G. Holmes, A. Rowe, and A. Tiekner. The meeting decided to let the matter of dealing with unofficial members stand over till next month so as to give members, who are in arrears, an opportunity of clearing themselves on the books before the end of the present month. A successful meeting closed at 4.30.

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APPEALS BOARD.

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

Sec. 87.—(1) Members, Secretary to C.C.—Chief Accountant—C.M.E.—Engineers—same rights on appeal to C.C. as before (set out in Sec. 32 (1), (2), (3), (4), (5), (6), (7), (8), (9), (10), (11), (12), (13), (14), (15), (16), (17), (18), (19), (20), (21), (22), (23), (24), (25), (26), (27), (28), (29), (30), (31), (32), (33), (34), (35), (36), (37), (38), (39), (40), (41), (42), (43), (44), (45), (46), (47), (48), (49), (50), (51), (52), (53), (54), (55), (56), (57), (58), (59), (60), (61), (62), (63), (64), (65), (66), (67), (68), (69), (70), (71), (72), (73), (74), (75), (76), (77), (78), (79), (80), (81), (82), (83), (84), (85), (86), (87), (88), (89), (90), (91), (92), (93), (94), (95), (96), (97), (98), (99), (100)).

FRIDAY, FEBRUARY 11th.

WANT OF CARE.
EDWARD GEORGE STUCKEY, electric driver, Tempe, 10s per day, was fined 10s on 15/12/15.
 Charge: Want of care, whereby tram collided with a two-horse wagon between Silver and Mary streets, St. Peters, causing personal injury to driver, and damage to horses and wagon. Claim made and settled for £77 15s, 21/9/15. Dismissed by default.

WILLIAM CUMMINS, conductor, 8s per day, Rushenters Bay, was dismissed on 14/1/16, on a similar charge.
 Appellant pleaded guilty, and asked for leniency. He was defended by Mr. McCoy. He said he was a married man with two children, and had been an acting driver for four years. The stop referred to was conditional, and the accident occurred a car length or two before the regular stop; the place was a stop for the swimming baths. The windows were broken by the shock of the accident. Appellant said he had been on the same run all the previous week. The stop was rarely used after the baths closed. He was just on time, and was travelling about six miles per hour. He did not expect the previous car to stop. Appellant, examined, said he knew the run fairly well. The preceding car left two minutes before him from the terminus. It was his duty to have the car under control so as to stop on any emergency. There was a space of half a car length between them when they both stopped. The passengers were injured by falling glass.

Decision: Appeal dismissed. Mr. Campbell dissented, and favored giving appellant a final chance as conductor.

TUESDAY, FEBRUARY 15.

ABSENT WITHOUT LEAVE.
LAWRENCE ERIC RIX, electrical mechanic's assistant, Sydney, 8s 9d per day, was written off the books on 18.1.16.
 Charge: Absenting himself from duty without leave from 29th December, 1915, to the 10th January, 1916.
 Walter Cheesman, electrical supervisor, said he knew appellant. On 24.12.15 he sent him to Sydney to obtain certain quotations and he was told to return on 29.12.15. This he did not do. On the 29th he had a wire from Rix saying he had in Juena, he next heard from him on the 10th January, he then told witness he had enlisted, saying he was not aware he had to make application before he could do so. Mr. Brown had told him he must do this. Rix was provided with a rule book. Witness' opinion was that it was a pure misunderstanding on appellant's part.

Lawrence E. Rix, appellant, said the statement of Mr. Cheesman was, in a large measure, correct. He sent a wire on the 29th December, the same day he left Katoomba for Sydney. He had a military friend with him on the way down who advised him to enlist so that he could get away with him. They went to the Board of Health that night, and he was accepted and vaccinated. He went to the depot on the 31st to see Cheesman, but he was away; he saw Mr. Brown and told him what he had done. After that he was bad from the vaccination and a fresh chill. He went to the depot on the 7th, but failed to see Mr. Cheesman, he left him a note enclosing his keys and some other things. In the note he said he was not too well, but would come in on Monday, the 10th, which he did, and saw Mr. Cheesman, who told him he would have to get permission to enlist as it was a regulation. Appellant said he was not aware of it, he afterwards wrote to Mr. Byles asking for permission. He was then informed that he had been written off the books. Appellant contended that his action towards the Department was bona fide all the time, he never saw any regulation. If he wanted a week's leave of absence he would make application for it. He was waiting for Mr. Byles' permission or the decision in this case before he took his oath.

Decision: The Board decided to restore appellant from date of hearing, and directed that he be paid from 29.12.15 to 12.1.16, but to lose time from then to date.

MANY CHARGES.
OSWALD JAMES ROWE, first-class relief officer, Eskbank district, 25s per annum, was reduced to the position of second-class night officer, £240 per annum, 13.1.16.
 29.11.15.—Failed to arrange for 23 empty coal hoppers on No. 122 up to be detached at Wallerawang for Mudgee line orders, resulting in cross haulage between Wallerawang and Eskbank, and short supply of 10 C.H.s for Inverloch Colliery.
 6.12.15.—Neglected to make proper arrangements for dealing with No. 168 up goods, resulting in No. 20 passenger being avoidably delayed.
 7.12.15.—Failed to properly examine telegrams exhibited for his information in consequence of which six empty bogie E.s ordered by Hoskins, Ltd., for loading rails on 7.12.15 were despatched to Bathurst and order not met until 9.12.15.
 14.12.15 and 15.12.15.—Neglected to issue a proper time table for the running of Nos. 5 and 8 pickups between Eskbank and Capertee.
 20.12.15.—Neglected to make an explanation of carriages for No. 162 up passenger at Eskbank, in order to satisfy himself they had been properly attended to, with result that vehicles were attached to train in a dirty condition.
 Appellant was undefended and pleaded guilty, but considered the punishment too severe and asked for leniency. He replied at length to each of the charges.
 Decision: The appeal was dismissed. Mr. Campbell considered that the case would be met by appellant being reduced for three months.

A LENGTHY LIST.
JOHN OSWALD MEREDITH, second-class relief officer, Eskbank district, £220 per annum, was reduced to the position of third-class night officer at £210 per annum, 17.1.16.
 30.11.15.—Neglected to detach 22 empty coal hoppers from No. 122 up to meet Mudgee line orders, or confer with station master, Eskbank, regarding their disposal, resulting in cross haulage between Wallerawang and Eskbank, and short supply of 10 coal hoppers to Inverloch Colliery.
 5.12.15.—Neglected to issue a special train notice cancelling No. 38a between Wallerawang and Penrith and made misleading statements regarding same.
 11.12.15.—Failed to make proper arrangements for working of Nos. 44 and 72, resulting in latter train, which was conveying stock, being avoidably delayed.
 6.12.15.—Neglected to make proper arrangements for working of Nos. 90 and 28, resulting in latter train being avoidably delayed.
 15.12.15.—Neglected to make proper arrangements for prompt despatch of S. 18396, containing samples, account Gilbert, causing inconvenience and complaint, place Wallerawang.
 Appellant was undefended and pleaded guilty to No. 2 charge, but not guilty to others.
 Reginald Atterwill gave evidence.
 Appellant, Jno. O. Meredith, said in regard to charge 1, that the hoppers were not waybilled to Wallerawang, and he may have been wrong in detaching them. He had been at Wallerawang for a short time only and did the best he could under the circumstances. As to charge 2, when 44 arrived he brought it inside the boxes and considered he was doing right in having the shunting inside the yard. Re charge 4, the fault was that of the shunters who were bargaining with each other and should have carried out his instructions. Had they done so 38 would have been pulled down. In regard to charge 5, it was the first night the down platform was opened, and he had about two tons of parcels to attend to. A shunter told him there were two trucks of goods on the branch stock special. He told him if they were not perishable or marked urgent to put them on. The shunter did not tell him the special went out with a small load. Appellant did not know hoppers were required for the branch, the entry in the hand-over book referring to same may have been put in after he signed off. He gave 44 preference over 72. He had been back at Wallerawang two days when the matter of the coal hoppers happened. He had been relieving for a considerable time on a different roster.
 Decision: The appeal was dismissed.

NEGLECT.
ALFRED VICTOR TRAVERS, night officer, Douglas Park, £175 per annum, was fined 10s, 5.1.16.
 Appellant, Jno. R. Dunn, said he signed on at 7 a.m. on the date referred to, and asked for assistance at 7.20. A man was sent for half an hour, and was then taken away, as he was no good to him. He could not get on with No. 4 road, as there were too many engines in it, and it

Charge: Mr. Travers failed to regularly enter up train advice book (X. 622), in accordance with instructions on page 88 of the general appendix. (Various before 8.12.15).
HERBERT JAMES RICHARD ROACH, station master, Douglas Park, £200 per annum and quarters, was fined 10s, 5.1.16.
 Charge: Mr. Roach failed to supervise the entering up of train advice book (X. 622), in accordance with instructions on page 88 of general appendix. (Various before 8.12.15).
 Appellants both pleaded guilty.

Harry Herfield, traffic inspector, said he made an inspection of Douglas Park on 8.12.15. He examined the train advice book and found it imperfectly entered up for some days prior, columns giving time and starting station and where to were not entered up, nor was the mileage where the fitters were working. Mr. Roach told him it did not concern him, but was a matter for his night officer to enter up and the ringer to sign. He had made remarks in the book on several occasions that all columns must be entered up. On 15.12.15 Roach sent in a memo to say that he had not examined the book on the date in question, but that it would be kept properly in future. Travers entered the book up on the dates prior to December 8th, but the columns were not fully entered up. He sent in a memo on 12.12.15, in which he said he had adopted the same course at Douglas Park, but regretted the omission. In answer to Mr. Douglas he asserted that the remarks in the columns in question were in. Witness went on to say that gangers are supplied with time tables and can see the running of regular trains from them. He spoke to Travers about the matter personally on 9th December.

Herbert J. Roach, S.M., Douglas Park, contended that it is not his duty to enter up the book, but that the book is entered up as usual. Inspector Herfield inspected the station and book prior to the dates mentioned, and made no remarks as to the way in which it had been kept for months.
 Alfred Travers, N.O., said he appealed against the decision on account of being fined already in connection with this same thing. He entered the book in the same way as he had always done, and was ignorant of the fact that all columns must be filled in; he had been at fifty or more stations and had never seen the book filled up in any other way. Appellant considered his punishment was far too severe.
 Decision: The appeals were dismissed. Mr. Campbell considered that in the case of N.O. Travers caution would have been sufficient.

WEDNESDAY, 16th FEBRUARY.

MISREPRESENTATION.
JOHN ALFRED GAVIN, fuelman, Eskbank, at 9s per day, was dismissed on 20/12/1915.
 Charge: Obtaining employment in this department by misrepresenting the facts in his application form, 29/9/1915.
 Appellant was undefended, and pleaded not guilty.
 He appeared before the Board under the influence of liquor, and his appeal was dismissed.

NEGLECT.
JOHN R. DUNN, shed laborer, Hamilton, at 8s 9d per day, was fined half a day's pay, 4s, 22/12/1915.
 Charge: Failing to keep portion of the locomotive shed in a reasonably clean condition, 3/12/15.
 Appellant was defended by Mr. Corish, "All Grades" organizer, and pleaded the fact admitted.
 George Watson, shed inspector, said that appellant was under his control, and on 3/12/15, at 10 a.m., he was going through the shed, and saw that it was very dirty from 1 to 5 road. He told the shed foreman he would report it, and also told Dunn he would be called on for his defence. He had previously spoken to him about his work. Witness said he went through the shed each day; on the morning referred to the shed was in a very bad state; on the day previous it was good. No. 3 pit was choked with water; there were two or three engines standing in the pit. Regarding No. 4 pit, there may have been more ashes in it the night before. If fuelmen left it dirty the driver should not be called upon to clean it out. Dunn complained that he had too much work to do that morning. He believed assistance had been told off for him.
 E. Richardson, shed chieftain, said that Dunn signed on at 7 a.m., and at 10 a.m. Watson came and complained of the dirty state of the shed between 1 and 5 roads. He told him Dunn was responsible for it. They went to Dunn, and told him the condition of the shed was unsatisfactory. Dunn had only been there three weeks. Before this case over one hundred engines were stationed there. The shed was leaky on the day referred to. Appellant did not ask for assistance. Witness saw appellant working that morning, before Mr. Watson came along, and was not satisfied that he had done his best.

Appellant, Jno. R. Dunn, said he signed on at 7 a.m. on the date referred to, and asked for assistance at 7.20. A man was sent for half an hour, and was then taken away, as he was no good to him. He could not get on with No. 4 road, as there were too many engines in it, and it

was blocked from end to end; part of it was cleaned before Watson came; he had never seen it in such a bad state before. No shed laborer had been on that portion for eight weeks before appellant came on. Cleaners had been put in, but the work was never done properly. He had only been shed laborer for two months. On the night referred to the fuelmen's pit was not available, and No. 4 was used by them. Appellant did all he could in the morning to get through the work. After his case fuelmen were sent to clean the pit and shed next day, and he had kept it clean ever since. Appellant took about twenty barrow loads of the shed before 8.30 that morning.
 Gabriel Williams, washout man, also gave evidence.
 Decision: Appeal dismissed. Mr. Campbell dissented, and considered a lighter punishment would have met the case.

ABSENT FROM TRAM.
SAMUEL GILES, casual conductor, Bowling Street, 8s, 9d, per day, was dismissed on 15.1.16.
 Charge: Absenting himself from his tram at Loftus and Alfred streets, entering an hotel and taking intoxicating liquor, 12.1.16.
 Appellant pleaded guilty and asked for leniency. He was defended by Mr. McCoy. In his evidence he stated he was a married man with three children. He enlisted but was rejected. On the day referred to he was not very well and told his driver so. On the second trip he went into the hotel and had a drink. He afterwards applied for an obtained relief owing to sickness. The inspector told him he was foolish to go into an hotel and he said he was ill and had a glass of gin.
 Decision: The Board decided to give appellant another chance and directed that he be re-instated on 15.2.16.

NEGLECT.
Harman Edmund Chin, seventh-class S.M., Cowan, £175 per year and quarters, was fined 5s, on 8.1.16.
 Charge: Mr. Chin neglected to take steps to get acknowledgment to bell signals on block instrument within a reasonable time, 24.11.15.
 Appellant pleaded guilty.
 C. Wylie, N.O., at Kurangai, said he remembered trouble with bells, 36 was the first train concerned out of Cowan, 11.45 passed him at 12.1 and he gave arrival to Cowan, there was no acknowledgment, and he repeated it, with the same result. He turned his commutator to "line closed." At 12.8 he got 3.2.1 signal from Cowan and acknowledged it. Between 12.8 and the departure of No. 20 he got the bell about twenty times. He then rang on the phone and got Cowan, who said he had a train waiting. Witness asked him what the instrument showed, and he replied "train on line." Witness said he showed "line closed."
 To the appellant: 36 passed him at 12.1, appellant might have given him "train arrival" for 20. Continuing, witness said he had found appellant very attentive on the phone. He did not again ask for the road between 12.2 and 12.25. He could recollect much ringing on the phone, he made a remark that he had no time to keep jumping up and down. As a rule he always waited for an acknowledgment before he turned his commutator. He might have been outside when appellant rang him on the phone.
 Appellant, Harman E. Chin, said that 36 left him at 11.44. The needle was in the "line clear" position, he gave the train out and Kurangai put the needle on "train on line" position. No. 20 arrived at 12.2, he gave the 3.2.1 signal but received no reply, he rang up again on the phone, but also got no reply, consequently he did not go on the phone. He rang again and got no reply, he then went to the phone and sent his truck report. At 12.15 he gave the 3.2.1 again. He tried to get Kurangai, and succeeded at 12.20 and Kurangai told him he did not get the bell, they gave it a test and Kurangai got his bell, but witness did not get Kurangai, he rang on the phone twice, but could not get them either. Kurangai put their needles round and the instruments righted themselves, but failed again in the evening. He was asked for a report on the case on 15.12.15. It occurs that goods trains take twenty minutes or longer in the section.
 Cecil R. Stevens, relief N.O., said he was on duty at Cowan from 2 p.m. to 10 p.m. He was in the office from 12 to 12.25, and was there when 20 arrived. Appellant gave the 3.2.1 signal about three times. Witness thought appellant tapped Kurangai, and after that rang him on the phone, and had a difficulty to get him, owing to congestion on the line. Kurangai said he gave arrival for previous train at 12 o'clock, they then tested the instruments. Cowan's needle showed "train on line," but Kurangai did not get any bells. Witness had worked tablet and staff instruments and knew when instruments fell, but one could not get on their instruments. Appellant went to the phone more than once between 12 and 12.20. Witness did not consider appellant could have done more than he did, he considered that he gave the 3.2.1 signal on phone as well.
 Decision: The Board considered that a caution would meet the case and directed accordingly.

WORKERS' ACCOMMODATION ACT.
 The first on the list is the Workers' Accommodation Act. There was already an act of a similar nature in existence but its provisions only extended to sheers and sugar workers. The new act extends the principles of this legislation to railway construction works, tramways, docks, bridges, meatworks, sawmills, etc., etc. The main section of the Act enacts that proper accommodation, sufficient for the comfort and health of the workers, shall be provided by the employer free of all cost to the employee. Provision is made in regard to sleeping accommodation, accommodation for cooking and eating meals, sanitation, ventilation, etc., and on the other hand a duty is cast upon the men in regard to cleanliness, which seems a reasonable thing; it is a poor rule that won't work both ways.

WORKERS' COMPENSATION ACT.
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THE QUEENSLAND LABOR GOVERNMENT.

WHAT IT HAS DONE FOR THE WORKERS IN ONE SESSION.

AND THIS IN WAR TIME.

Among the delegates to the recent A.W.U. Convention, held in Sydney, were Mr. McCormack, Speaker of the Queensland Legislative Assembly, Mr. C. Collins, member for Bowen. A representative of the "Co-operator" waited upon Messrs. McCormack and Collins with a view to obtaining some first-hand information concerning the work done by the Labor Government since it took office in June last. The result was a long and interesting chat about the achievements of the Party during the short period of five months. The information thus gained was afterwards supplemented by the perusal of a resume of the work of the Labor Party during the session, a typewritten document of 54 pages, folio size, which was issued by Mr. Phelley, Minister for Justice, at the suggestion of Mr. Collins. It will be remembered that the Labor Government came into office in June last, having captured 45 seats in a House of 72, and had therefore been in office but one session when Parliament prorogued. Five months is not a long period, and it must be remembered that Premier Ryan and his colleagues had never before had to shoulder the responsibilities of office and also that they accepted those responsibilities at a time when every Government in Australia was faced with serious problems brought about by the war. It is not too much to say that if the Queensland Labor Government had been satisfied to mark time for the first session, as far as industrial legislation is concerned, Labor electors would not have had very much occasion to grumble. But the Queensland party is not of the marking time variety, and, despite the war and despite the fact that the Government was new to the task of administration, Mr. Ryan and his colleagues justified the confidence that was placed in them by setting to work to place progressive measures upon the Statute book of the State.

When comparing the work done by the N.S.W. Labor Government, during the same period, with that done by the Queensland Party, the New South Wales labor elector may well pause and wonder whether his own political party is suffering from dry rot, scabies or some other horrible distemper.
 Of a total of 47 measures introduced 36 were passed into law and three were allowed to stand over until next session. The remainder were rejected on the second reading by the Council or declared lost pursuant to the Parliamentary Bills Referendum Act and will, in all probability, be placed on the Statute book in the not far distant future.
 The workers of this State will naturally be most interested in the industrial measures passed during this brief period.
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ceased soldiers free of charge, save out of pocket expenses.
 The Government also passed several excellent measures dealing with the sugar industry. The Sugar Acquisition Act enabled the Government to acquire the whole of the sugar crop at £18 per ton. The Act empowers the Government at any time to acquire, in addition to sugar, any foodstuffs, goods chattels, live stock, etc. The action of the Government met with general approval among both growers and cane workers. The Government, under the provisions of the Act, also acquired live stock and meat and at present meat is being retailed in Government butchers' shops at a much cheaper rate than it otherwise would have been. The Regulation of Sugar Cane Prices Act, a corollary of the above mentioned Act, Local cane price boards have been formed which make awards that are binding upon growers and manufacturers.

STATE LEGAL BUREAU.
 Another Act that may be regarded as epoch making in regard to law reform is the Public Curator Act. Under the provisions of this Act the Public Curator may discharge all the duties that may, by will or deed, be imposed upon a private executor trustee, attorney, or agent. Private executors may appoint the Public Curator to take their place. The Public Curator is the State; he never dies, never leaves the country, can always be found, cannot become insolvent, cannot speculate with or improperly use trust money. He may be appointed attorney, agent, guardian, committee of property, and as all these functions are undertaken free of charge, and advice is also given free, the people are saved heavy legal expenses. When the Curator acts, no law costs are incurred in proving wills or obtaining letters of administration. The Act really inaugurates a State Legal Bureau and is a direct advance towards a policy of State enterprise.
 The Elections Act improves the facilities of electors to exercise their votes. One point is that an elector who changes his residence is not disqualified from voting for the district for which he is enrolled until his name has been enrolled for some other district. To obtain a vote a person must have lived in the Commonwealth for six months, and in the State for three months. The Act also provides that political articles must be signed by the writer, as under the Commonwealth Act.
 The Petroleum Act provides for the nationalisation of the oil industry. All petroleum, on or below the surface of land in Queensland, is declared to be and to have always been the property of the Crown.
 In order to protect the employees of the Metropolitan Water and Sewerage Board an Act was passed bringing the work under the regulations of the Mining Act.
 The Railway Amendment Act does away with the guarantee system. The Act also provides that the employee may appeal in regard to his promotion in the service, and for the appointment of a Police Magistrate as chairman of the Appeal Board. Unfortunately the amendment also provides for sectional representation on the Board.

The Land Tax Act imposes a tax on the unimproved value of land. Unimproved value is defined as follows: "The capital sum which the fee simple might be expected to realise if offered for sale on such reasonable terms as a bona fide settler would require, assuming that the improvements thereon made or acquired by the owner or his predecessor in title had not been made." The tax is imposed on a graduated scale, from one penny to sixpence in the pound. The Act also provides for an addition tax on undeveloped land of one penny in the pound and increasing to twopenny in the pound after 1918.
 The Income Tax Amendment Act adjusts the incidence of the previous Act. The exemption under the personal exertion clause is £200 and the tax ranges from 7 1/2 to 1/6 in the pound on incomes exceeding £2,000.
 Such were some of the Acts passed during the brief period from June to December by the first Labor Government of the Northern State. The

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work done provides evidence of the earnest desire and determination of the Party to fulfil its election pledges. Queensland, though the latest State to come into line with a Labor Administration, promises not only to make up for her delay, but to set an example to the less courageous and less sincere parties in the other States of the Commonwealth. The Ryan Government is already famous for doing things instead of merely talking about doing them.

BIFFED OUT BY THE COUNCIL.
 Chief among the bills biffed out by the Upper House was the Industrial Arbitration Bill, which provided for an eight-hour day and the full recognition of unionism. The Bill as passed by the Assembly adopted the principle of the "authorised strike." Before a strike could be authorised all employees affected in the dispute were to be given an opportunity of participating in a ballot and the vote had to be carried by a majority in favor of a strike. The bill was lost because the Council refused to agree to preference to unionists, the eight-hour provisions, the strike clauses and several others.
 The Constitution Amendment Bill provides for the abolition of the Upper House and will eventually be submitted to the people in the form of a referendum, when it is anticipated that the electors will effectually demolish a hoary institution that has for so long stood between them, and the attainment of their desires. The Council, Mr. McCormack, pointed out, made strenuous efforts to nullify the Workers Compensation Act, and having failed to revise it as they intended to do, applied to the Governor to withdraw his assent, but in this they also failed.

On the whole "Co-operator" readers will, we opine, be prepared to admit that the first session, or, to be correct, the first part of the first session of the first Queensland Labor Administration has been productive