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VOL. XII, No. 32

THURSDAY, AUGUST 3, 1916.

Eight Pages

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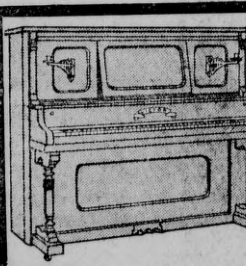
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SABOTAGE
AN OBSOLETE WEAPON FOR WORKERS.

(By C. M. Carlson, in the "Industrial Union News.")
Says Arturo Giovannitti: "Saboteurs are the clairseers, the scouts of the class struggle, they are the sentinels perched on the outposts, the spies in the enemy's own ranks. They can be executed if they are caught (and this is almost impossible), but they cannot be disgraced, for the enemy himself, if he be gallant and brave, must honour and respect bravery and daring."
Giovannitti refers to sabotage as the "dark, invincible, terrible Damocles sword that hangs over the heads of the master class!" He says, "It is present everywhere and everywhere invisible, like the airship that soars high above the clouds in the dead of night, beyond the reach of the cannon and the searchlight, and drops the deadliest bombs into the enemy's own encampment." And again, he says that "sabotage is the most formidable weapon of economic warfare, which will eventually open to the workers the great gate of Capitalist exploitation, and lead them out of the house of bondage into the free land of the future."

Now, what is this "dark, invincible, terrible Damocles sword," this mysterious and magic power? The "direct actionists" answer for themselves. It will be seen that the WHOLE IDEA OF SABOTAGE IS NOTHING BUT INDIVIDUAL VINDICTIVENESS RAISED TO THE DIGNITY OF A PRINCIPLE, DISCONTENT RUN RIOT INSTEAD OF BEING GUIDED BY INTELLIGENCE; a force which can neither directly nor indirectly aid in establishing the Industrial Republic, but on the contrary, may lead to a Tower of Babel confusion of the already confused and deluded members of the working class.

Take the first definition of the author just quoted, who is one of the best known expounders of the principles of the Anarcho-Syndicalist, or "direct action," movement in this country—the Anarchist Chicago I.W.W. The definition appears in the introduction to the said author's translation from the French of Emile Pouget's treatise on "Sabotage," and reads as follows:—

"(a) Any conscious and wilful act, on the part of one or more workers, intended to slaken and reduce the output of production in the industrial field, or to restrict trade and reduce the profits of the commercial field, in order to secure from their employers better conditions, or to enforce those promised, or to maintain those already prevailing, when no other way of redress is open.

"(b) Any skilful operation of the machinery of production intended to destroy it or permanently render it defective, but only temporarily to disable it, and to put it out of running condition, in order to make impossible the complete and real stoppage of work during a strike."

This definition, when thought over for a moment, and especially when compared with any of the concrete examples of sabotage as practised, or supposed to be practised, will be seen to mean nothing at all. It reminds one of that little old limerick children sometimes sing:—

Mother, may I go out to swim?
Yes, my darling daughter;
Hang your clothes on a hickory limb,
But don't go near the water.

In other words: Put the machinery "on the bum" without destroying anything. Giovannitti, as well as nearly every other advocate of sabotage, declares: "It is not destructive." But whenever an example of its practice is given, it is seen it is not only purely destructive, but that it is a form of destruction which must be left to individuals or small groups to perpe-

CARRIAGE AND WAGGON EXAMINERS' GRIEVANCES

Thus "One of the Victims":—"I would like to point out the very shabby and unfair treatment the department is meting out to the C. and W. examiners as regards rate of pay and conditions generally, compared with other branches. It is about time we all stood together and made a big effort to improve our conditions, or we shall have it rubbed right home. It is most unfair that the lifters should be paid 12s 8d per day (not that I, or any other examiner, begrudges them this wage; I would like to see them get more), but I think the examiners are equally entitled to the same pay, or more. Consider the conditions of both. The lifters do all day work, they are under cover in wet weather and run no risk of being knocked down

OFFICIAL COMMUNICATIONS

The general secretary is in receipt of the following communications from the Acting Chief Commissioner's office:
INJURED ON DUTY.
On July 13th, with reference to the case of electric driver H. Farrell, who was injured on duty on 4th May last, stating that the matter has had enquiry and consideration by the Deputy Chief Commissioner, who has approved of Farrell being allowed full pay during the time he was off duty as the result of the injury referred to.
SPIKE MACHINISTS.
On July 13th, with reference to spike machinists in the signalling branch, stating that the Deputy Chief Commissioner has approved of these employees being paid the rate prescribed for all other smiths' machinists in the Iron and Ship Building Trades Group, No. 1 Board Award of 13/10/15, namely 10s 4d per day as from that date, and 10s 8d per day, the rate prescribed in the variation of the award referred to as from the date of such variation, namely 16/3/16. Instructions have been given and the necessary adjustments will be made on the paysheets as soon as possible.

GAS PLANT STAFF.

On July 13th, with reference to the case of George Adams, gasmaker, at Eveleigh, stating that the matter has had close enquiry and consideration by the Deputy Chief Commissioner and it has been decided to introduce a roster providing for three regular men on the plant staff working eight hours daily, exclusive of meal intervals, the balance of the shift each day to be performed by laborers trained for the purpose. This roster will be given a trial for one month, and if the results are satisfactory will be eventually adopted.

INCREASED PAY.

On July 28th, with reference to the case of Walter Smith, furnace-maker, Lidcombe workshops, referred to by the deputation representing the Association which waited on the Deputy Chief Commissioner on the 29th June, stating that Smith is now being paid at the increased rate of pay in accordance with the Deputy Chief Commissioner's approval, and the back pay due to him was entered on the paysheets for the period ended 1st instant.

THE PORTER AND THE PASS

Superintendent: Want a free pass to—?
Porter: If you please, sir.
Superintendent: If you worked for a farmer, would you expect him to fetch his horse and cart out to give you a free ride?
Porter: No, sir; but if he had his horse and cart out, and was going to the same place that I wished to go to, it would be decidedly hard lines if he refused to give me a ride.

THANKS

Mr. P. G. Flowers, late chairman of the Byrock branch, writes:—"Owing to my leaving Byrock to take up duties at Crowther, I bid farewell to my comrades of the Byrock branch. I must thank them all sincerely for the handsome presentation which I have received (a dressing case). I highly appreciate the gift, and will always look upon it as a token of remembrance of the members of Byrock branch and far west. I extend to each member of the branch my heartiest wishes for its future success."

"All Grades" Annual Picnic

The Date is
MONDAY NEXT, AUGUST 7th
(BANK HOLIDAY).
Clifton Gardens

Dancing in the Pavilion from 9 a.m. till 10 p.m. First-class Music. Walmesley and Schofield's Orchestra Specially Engaged.
Steamers leave No. 4 Jetty, Circular Quay, all day at regular intervals from 8.30 a.m.

GOOD SPORTS PROGRAMME. HOT AND COLD WATER FREE
SINGLE TICKETS 1/6. FAMILY TICKETS 2/-.
Pavilion:—Gents. 6d.; Ladies Free.

Vice-President, M. JOYCE, President, H. LOCKHARD.
Secretary, A. E. BOYS, Treasurer, J. MUNRO.

A MAD DOG POLICY

At Broken Hill last week, speaking in support of a resolution at an anti-conscription meeting, Mr. Coombs said the master classes were feeds of hell, and their shift bosses the bloodhounds. The shift bosses were frightened of I.W.W. fellows, and would not be caught along with them single-handed in the dark past, or that they were so careful, or something might happen then. The men had the weapon of sabotage, and should use it. He would advise them all to keep on the pay-roll, but do no work. Sabotage did not mean slowing down on a job, but meant damaging the machinery, or to maintain those already prevailing, when no other way of redress is open.

A SATISFACTORY WAGE

A satisfactory wage is something more than a weapon to keep the wolf from the door; a compensation which a man can disburse himself, and make both ends meet without his rich employer coming to him and attempting to teach him how to keep body and soul together on what he receives. Organised labour says to the capitalist: "Keep your advice. Give us an eight-hour day and a satisfactory wage and your advice will not be necessary. Give us proper wages, and we will conduct our homes and our lives in such a way that we will not have to be instructed as to how much we shall spend for rent, food, clothing, doctors, amusements, magazines, and penny newspapers. No man wants to be dictated to as to what he shall spend his money for, the quantity and quality of what he shall buy, or when he shall buy it; what he shall read, or where he shall go."

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Suggests a peace-loving writer—offer some of it to your neighbour, on the subject of how to make your children behave.
We are taking no risks.
Every woman knows how to run her own home best, and every day more and more women are learning about—
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which is a dish that comes ready to be helped right out of the tin and eaten without any further preparation, excepting, perhaps, the addition of a lettuce or Beetroot Salad.
The Meats in "Rex" Camp Pie are carefully selected, compounded and cooked to a nicety. It is a nourishing food, goes a long way, (there is nothing thrown away) and everybody likes it. Packed in a firm tasty jelly.
All grocers sell it. Ask for Rex Camp Pie, and take no proffered substitute. Other equally good Rex Products are:—
"Rex" Ham Pate.
"Rex" Veal and Tongue Pate.
"Rex" Pork Sausages, 1lb. tins.
"Rex" Pork and Beans 1lb. tins.
"Rex" Luncheon Cheese in Decorated Tins and Oval Porcelain Jars of British manufacture.
"Rex" Brand Lard for cooking purposes in 1lb. prints.
Temporarily out of Stock.
"Rex" Pork Brawn 1lb. tins.
"Rex" Pigs' Feet in Jelly 1lb. tins.
"Rex" Lunch Tongues in Jelly, 1lb. tins.
"Rex" Sheep Tongue in Jelly, 1lb. tins.

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WAGES INCREASED IN FRANCE
adds that wages will be increased by 50 centimes per day to all workmen and their wives and children, dating from May 1, 1916.
This increase is granted also to the miners' delegates. A further allowance of 10 centimes per day is made for each child under thirteen.

THE TIERNEY BENEFIT
Mr. W. R. Bailey, secretary of the Penrith No. 1 branch, states that the total amount received to date in connection with the above mentioned benefit is £36 9s. The following amounts have been received and not published in the "Co-operator" previously:—
Nyngan £2 6s 6d, Liverpool 4s, Wronq 5s, Newcastle 8s, Goulburn 10s



THE TURF.

Bullawarra is favorite in the Australian Steeplechase with Glenquin next in demand.

E. Moon registered his 28th win over the jumps when he scored on Bullawarra at Moonee Valley on Saturday.

Santa Sabina who went to Melbourne from Sydney some time ago, won the second division of the Maiden Plate at Moonee Valley on Saturday.

The champion Sydney hurdler Jack Rice, failed to fill a place in the Hurdle Race at Moonee Valley (Vic.) on Saturday.

The ancient Bibbenlue went out second favorite in the Steeplechase at Moonee Valley on Saturday, but only finished fourth.

The South Broken Hill Cup on Saturday went to Wee Gun from Elvanite with Squire Tuck in third place.

Warrick Farm races on Saturday next.

The Newcastle Jockey Club will bring off two days racing next week.

At the Victoria Park meeting at Adelaide on Saturday, J. Hopwood rode three winners.

Onazer met with support for the Melbourne Cup last week. Onazer, who is in the big event with 7st 8lb.



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ASSOCIATED RACING CLUBS PONY RACES. NEXT MEETINGS: 1916.

Ascot Wed., August 9. Rosebery, Wed., Aug. 16. J. UNDERHILL, Sec., 11 Elizabeth Street. Phone: 2082.

MOOREFIELD RACES. Next Saturday, 5th August.

First Race, 2.10 p.m.

SPECIAL TRAINS:—11.15 (Horses), 12.25, 12.34, 12.46, 12.54 1.6, and 1.15. ORDINARY TRAINS:—11.35, 12.3, 12.14, 12.32, 12.43, 12.48, 1.4, 1.7, 1.23, 1.36, 1.42.

H. R. EVANS, Secretary.

WARWICK FARM RACES. Monday Next, Bank Holiday. SIX EVENTS HORSE RACES. GOOD ENTRIES.

The Course and Grounds are in splendid condition. Visitors are Landed Right on the Ground by Special Trains Immediate return after Last Race.

H. B. DANDO, Secretary.

Canterbury Park Races. CUP DAY, To-Day, Thursday, Aug. 3.

First Race 1.55 p.m. Last Race, 4.45 p.m.

Trains as Advertised.

W. L. DAVIS, Secretary.

BAKER'S STADIUM. Personal Direction: R. L. BAKER. NEXT SATURDAY NIGHT at 8.30 p.m. Great International Heavyweight Contest. Buck CROUSE v. Dave SMITH.

Two Six-Round Preliminaries commencing at 7.45 p.m. (Res.: 5s., 3s. and 2s. BOOKING AS USUAL.

is a good stayer, and in the Sydney Cup won by Scotch Artillery, he ran third with 8st 1lb.

La Rose, Skippy and Balfield well known Sydney ponies were successful at the South Grafton pony races on Saturday.

A trotting meeting in aid of the Narrabri Hospital will take place at Victoria Park on Saturday, August 12th.

Boopechee, who ran second in the Hurdle Race at Victoria Park Adelaide on Saturday, paid a dividend of £11 17s.

Bullawarra carried 12st 7lbs. to victory in the Moonee Valley Steeplechase on Saturday. The distance was 2 miles 8 chains, and the time put up by the champion 4m 23sec. is a record for the course.

At Randwick pony races on Monday the following scored: Expert, Master Mercer, Bing Bing, Mountain Prince, Tinvaue, S.R. and The Sheave.

With only 9st 8lb up, the Sydney jumper, Merrimax, should take a lot of beating in the Australian Hurdle Race.

Sydney will be represented in the Australian Hurdle race by Jack Rue and Merrimax.

Wolaroi and Green Cap are favorites in the Melbourne Cup, while Andelosea and Lingle are mostly in demand in the Caulfield Cup.

Woorak, Polycrates, Whitefield and Panacre are fancied in the Epsom Handicap, while Cyklon and William the Silent are the popular prads for the Metrop.

Garlen, who is one of the selections for the Epsom Handicap, has been giving trouble with one of his legs.

The Australian Hurdle Race will be run at Caulfield to-morrow.

That promising hurdler, Gazorus, has been put into work again at Randwick.

Jullunder, who was one of the favorites for the Australian Hurdle Race, struck himself whilst galloping at Flemington on Tuesday. He has been withdrawn from the big race.

Glebe downed South Sydney by 8 to 4. P. Budge scored two tries for Glebe while A. Oxford and W. Groves each kicked a penalty goal for Souths. In the second half the only score was a penalty goal by A. Bolewski.

KENSINGTON RACES.

Winners, S.P. Riders.

Persian Cup, 7 to 4 (Moulden). Home Rule, 3 to 1 (Kitchener). Selbrook, 8 to 1 (Harris). Cozin, 3 to 1 (A. C. Thomas). Bolt, 10 to 1 (Killian). Blue Lillac, 4 to 1 (J. Tyler). Liverett, 4 to 1 (Lorenz). Renorio, 20 to 1 (Conway).

The Kensington meeting was brought off yesterday in showery weather. The track was heavy.

For the opening event, The Maiden Handicap, Persian Cup was made a hot favorite. Brevity led for two furlongs from Persian Cup, but at the turn the favorite led from Kismet, Larryfield and Fair Stitch. In the run home Persian Cup was not troubled, and won easily from Earl Erent, with Kismet third, Fair Stitch fourth, Brevity fifth, and Abex next.

Home Rule went out favorite in the 14.2 Handicap, and although backward over the early part, he took charge at the distance, and, coming on, won by two lengths from Poesey, who came from last.

Mervhurst was third, Union Jack fourth, and All There a had fifth.

Phroso Foota led for three furlongs from Silver Mist, Union Jack and All There. At the turn, All There was just in front from Silver Mist.

Crimson and Black went out favorite in the Flying Handicap, but she was badly placed over the early part, and finished second.

Dutchess Marie and Selbrook led for a furlong, then Dormer went to the front and showed the way to the three furlongs. At the turn Selbrook went to the head of affairs, and coming on, won easily from Crimson and Black, with Gibbergunyah third, Swanker fourth, and Down next.

Try Again was first to show out in the second division, but at the end of a furlong Charter Laddie led from Hemp Mesnil and Cozin. Cozin was first out at the straight, and coming on, won nicely from Holadana, with Mesnil third, Phast Lad fourth, and Hemp next.

Rose Sout was the popular selection in the 14.0 Handicap, but she went under to the Victorian pony Bolt, who led over the last three furlongs, and won by half a length.

Queen Hurst made the early running from Like-Ayr and Rose Sout, but Bolt led into the straight by two lengths. Red Gipsy was a fair third, Cherry Graft fourth, Lord Hope fifth, and Queen Hurst next.

Roe Esther (favorite) led for about half a mile in the Encourage Stakes, but failed to fill a place. Blue Lillac and Hacos were in the van at the distance, and after a good finish the former scored by half a length. Australam finished fast in third place while Aryht and Zonam beat the others.

Careymoore led to the half distance in the 14.1 Handicap, and when only a few yards from home still held the lead, but Liverett finished fast and beat her by a neck. Wee Loch, who was second into the straight, was a fair third. My Rosette fourth, and the favorite, Little Iris, a had fifth.

The Kensington Handicap went to Renorio, who won by a head from Brown Eyes, with Osdell third and Bunaba fourth.

ANTICIPATIONS.

MOOREFIELD.

HURDLES.

Bilbo or Inverara.

FLYING HANDICAP.

Sweet Malt or My Palm.

KOGARAH STAKES.

Voit Hario or San Thorne.

MAIDEN HANDICAP.

Mae Murilo or Miss Varco.

MOOREFIELD HANDICAP.

Plasticene or W.L.S.

CARLTON MILE.

Grabapple or Snaptadragon.

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Will exchange with ganger between Bathurst and Sydney, North Coast or Metropolitan area. Must be town and school length. Family reasons for desiring shift. Address: Chas. L. McCullum, Blainey-Harden Line, Koorawatha.

SPARKLETS.

The wet weather on Saturday was responsible for many sports fixtures being postponed.

The Metropolitan five miles Cross Country Championship over the Randwick Steeplechase course, was won by the Botany runner H. Hayden who won easily from J. Hamilton (Queensland). H. J. Tye (Botany) was third.

Hayden scored his third successive win on Saturday, and despite the heavy going established a record by running the distance in 23m 13 3/5 sec.

The "knock-out" competition for League players was commenced on Saturday.

Eastern Suburbs beat Balmain by 19 to 3. At half time Easts led by 12 to 3. W. Messenger kicked five goals.

North Sydney beat Western Suburbs by 6 to 3.

Newtown defeated Annandale by 14 to 2.

The British Association games resulted: Second League: Balmain beat Pyrmont by one goal to nil.

Fernleigh Cup: Balmain Gladstone defeated Canterbury United by 4 goals to 1.

Juvenile Competition: Kogarah beat Five Dock by 3 goals to 2.

Metropolitan Association: Second Grade: Balmain Thistle and Pineville played a draw.

The League final played in Sydney last week was won by Balmain from South Sydney, the score being 5 to 3.

The following teams are still in the "knock-out" competition: Glebe, Eastern Suburbs, North Sydney and Newtown.

THE DEVIL'S CORNER.

(Continued from page 4)

The men do laugh and cry, but not very often at work; they, unlike the machines, are subjected to smiles and tears. However, at the forge men must come up to a certain standard of efficiency; the pulleys are judged on the revolutions they make, the hammers on their striking capacity, and the men on their strength and quickness. Years are much the same to one as to the other; time serves machines and men alike at the forge.

"The night cometh when no man shall work" does not apply to the men at the forge; they are the children of Prometheus; life for them is summed up in toil. The spark stolen from heaven has created comfort and trouble in the world; but these little toilers in the valley know little of Grecian mythology and the story of Prometheus. Their lives have not had time for fairy stories; the one thing impressed upon them, even in childhood, was the necessity of

HARD TOIL TO EARN BREAD.

Some of the men are very hard, as if the nature of the iron had become a part of them; some of them are very quiet, and don't say much, as if they had recognized that silence is good. They are all conscious of the fact that they do their share, and perhaps a little more, of the world's work; and they know that the forge is not run on the principle of what is termed "a square deal." If their wages are good some weeks they know someone else who does not come to the forge and work has taken something out of the "stuff" where the wages come from. But they are silent men, yet in their silence they are suspicious, and who can blame them? Still, if work is the salvation of the world, then the men in Devil's Corner are saved. Probably the valley was pretty country scenery at one time in the days before Lancashire became the workshop of the world. The little river which runs past the mills and the forge seems to have been a part of the valley's lost beauty, and some of the very old people can remember something of its once pretty scenery. Now it is ugly and dirty; slag heaps and cotton mills are not by any means picturesque. Still the stream comes from the uplands, and as it flows through the valley it speaks of the lost beauty that must some day return to the men at the forge and the children of the mills.

BOXING.

EDWARDS v. STONE

AN ATTRACTIVE BOUT.

STONE WINS ON POINTS.

The above boxers met at Sydney before a fair attendance, and supplied an interesting and fast exhibition. Stone got the decision on points, but the "Co-operator" considers that Edwards just shaded him. However, the margin was very small, and although differing in opinion from the referee, it must be admitted that it was a fight in which good judges might have named either the winner, and then due to the other fellow no great injustice. Edwards landed the cleaner punches throughout, and although Stone did some clever evasion, Edwards often nailed him in the angles, where as a rule Stone is able to bamboozle his opponents to his heart's content. Edwards paid a great deal of attention to the body, and put in some very solid blows there, causing Stone at times to wince. A lot of Stone's punches with the left were more like pushes, but as they were landed with the knuckle part of the glove they counted for points. I assume that the referee gave Stone quite a lot of points for making Edwards miss, which he certainly often did, but there were innumerable occasions on which the Welshman chased Stone round the ring without letting fly a punch, which of course could not be counted as misses, but reticence the referee must have notched them as such. Stone had the advantage of the longer reach, and his long left often kept Edwards at bay, but many times he took them as a means to an end, i.e., to get a punch in himself. Frequently the American hit with the open glove, and although these blows made a crack like a whip, they were not hurtful, nor did they add anything to his score. Stone fought in a more orthodox style than usual, and did very little of his absurd hopping. What few times he did try it on Edwards administered hard wallops to the body; probably that was why he cut these antics out. Edwards was the more aggressive of the two, and was continually boring in, but Stone was never shaken. Edwards protected his body very cleverly, and time after time Stone slammed away with both hands, only to find his punches taken on the arms. There was a great sameness about most of the rounds, and, therefore, a detailed account would weary. The weights were Stone 9st. 8lb.; Edwards 9st. 7lb.

In the first preliminary George Eddy outpointed Bill Long. It was a rattling row, and although the Melbourne boy won well, Long was always ready to mix it, and fought really well. The second was between Dan Tierney and Al. Cullen. Both men punched hard and often, with the result that they provided much excitement. At one time it looked odds on Tierney being knocked out, but he weathered the storm. Cullen received a well-earned decision.

The 20-rounder on Monday night had a very unsatisfactory ending. Billy McNab, who opposed Tom O'Malley, gave up in the 13th round, explaining that he had hurt his arm. This may have been the case, but as O'Malley had him nearly out in the previous round his conduct is open to another construction. O'Malley has still a lot to learn, but he possesses a terrific punch in each hand, and moreover, can take a solid one without flinching.

Vince Blackburn again demonstrated his abilities in a 10-round go with Billy Sweetman, who was a stone heavier. Blackburn deservedly got the verdict, but Sweetman gave a very creditable display, especially as he had fought 20 rounds on Saturday.

NOTES.

At Melbourne Alos Fanning, the American feather, was disqualified in the 7th round of his match with Bert Spargo for holding and hitting. Most newly arrived American boxers find it difficult to get out of this habit, as in the States it is allowable to hit so long as one hand is free.

At Brisbane Fitzgerald knocked out Ryan in the 12th round after having floored him fourteen times. Fitz. must have some wallop.

Harry (Peanuts) Holmes outpointed Billy Sweetman at Wollongong over the 20 rounds journey.

Next Saturday Dave Smith boxes Buck Crouse for the second time. Crouse won on the first occasion, but Dave did not then fight with his usual good judgment, and is hopeful of turning the tables on this occasion. The winner is to meet Darcy at Brisbane on Exhibition morning.

A match that should interest tramway men takes place next Monday, when Jack Cole, the ex-tramway amateur, meets Owen Cairns in a 20-round contest. Cole has trained hard for this match, as success should mean a big money fight for him. He has done all that has been asked of him so far, and I hope his turn will soon come.

MEETINGS TO COME.

Members are urgently requested to endeavour to be present at their branch meetings and by their help forward their own and fellow workers interests.

KIAMA.

The monthly meeting of the Kiama branch will be held in the council chambers on Saturday, August 5th. A good attendance is expected.

ASHFIELD.

The monthly meeting of the Ashfield branch will be held at Friendly Society's Hall, Holden-street, Ashfield, on Tuesday, the 8th August, at 7.45 p.m., sharp. Note: A good muster is requested as business is of great importance.

PENRITH No. 1.

The monthly meeting of this branch will be held at the Manchester Unity Hall on Sunday, 13th August, at 11 a.m.

Business very important. It is hoped that the attendance will be a little better than last meeting.

ESKBANK.

The monthly meeting will be held in Trades Hall on Sunday next, the 6th inst., at 3 p.m. sharp.

Business most important. The Engine Drivers and Firemen's Association is sending a representative along in connection with the forming of a District Committee, to assist men when they are unable to help themselves.

A large attendance is cordially invited (and expected).

TAMWORTH.

The Tamworth Branch will hold a meeting on Sunday, 6th., at 2 p.m. sharp.

On Sunday week, 13th inst., Mr. A. Evers (general treasurer) will open a branch of the Association for tramway men at the Newcastle Trades Hall, at 10 a.m.

BRANCH MEETINGS.

HARDEN.

The Harden No. 1 branch held its monthly meeting on July 30th, in the Mechanics' Institute. There was a fair attendance. Mr. J. H. Willis was elected chairman of the branch until the end of the year, in the place of Mr. A. J. Marchant, who has been transferred to Werris Creek, and in whom the branch will lose an old and active member.

It was resolved that the branch affiliate with the local branch of the P.L.L., so that members will have a vote in the selection ballot, to be held shortly for the selection of a Labor candidate.

The secretary was instructed to write to the S.S. Inspector, asking him to provide oil-coats to fitters' laborers when having to work outside in the rain.

The secretary's action in writing to Mr. Burgess, the local member, re the Appeal Board Bill, was endorsed.

J. J. MILLER'S ANNUAL SPORTING PAMPHLET, 1916.

The forty-first edition of J. J. Miller's Annual Sporting Pamphlet has been issued, and contains a most interesting fund of up-to-date sporting information. To those who take even a passing interest in sport the pamphlet is invaluable, while to the active enthusiast it should prove a most reliable guide. Included in its 220 pages are to be found all the performances of every horse nominated for the A.J.C. Metropolitan, the Caulfield Cup, and the Melbourne Cup, along with their weights, pedigrees, riders' colors, and owners' and trainers' names. Winners and placed horses of all the important handicaps and classical races are given, and should prove extremely useful in settling the many disputes that arise in turf argument and discussion; while a

WORKERS AWAKE! THIRTY-ONE PER CENT. INCREASE. COST OF LIVING IN SYDNEY.

The Government Statistician has just issued a statement showing that the price level of food and groceries have risen 31.3 per cent. since the war began and that the purchasing power of the sovereign in Sydney is only 14/1 to-day.

THINK—THINK—THINK of the saving you can effect by PRODUCING FOR YOURSELVES at least some of the necessities of life.

According to the above figures every wage earner who produces such commodities as Poultry, Eggs, Fruit, and Vegetables, SAVES 5/11 IN THE POUND, while for all of his surplus that he sells he makes a corresponding rate of profit. A tramway employee at Bankstown is earning 16 PER WEEK EXTRA by keeping poultry. Why not you?

SECURE A RICKARD FARMLET on any of the following Estates:—

DOBOTHY MOUNT, WENTWORTHVILLE. This magnificent Estate is only 4 minutes' walk from the Wentworthville Station, and 45 minutes by business trains from the Central Station. It is ideally situated, rising gently upward to a pretty plateau, from which a superb panorama is presented. The soil is excellent, and the possibilities for the cultivation of a profitable farmlet cannot be exaggerated. The blocks range from 1-acre to nearly 2 acres, but, by taking adjoining blocks, you can secure as large an area as you may require. Splendid Home Sites are now available on this estate at from 18/6 to 27/6 per foot. These prices are extremely low for such high-class land, and as an investment they afford a unique opportunity for profit-making.

WENTWORTHVILLE FARMS. No better evidence of the fact that Wentworthville is a rising rural suburb can be found than in the rapidly with which our Wentworthville Farms Estate has sold, there being only a few blocks left. As this estate will soon be sold out, a splendid chance is now offered to those seeking a good investment to secure the remaining blocks, which are being offered at the original prices of from 135/10/- per acre. Water is laid on the Great Western Road, which runs past this Estate.

TOONGABBIE PARK. Toongabbie adjoins Wentworthville, on the Western Line, and shares the beauty and advantages of that district. Our Toongabbie Park Estate has been in great demand, and has been selling so fast to meet the request for farmlet blocks that it is likely to be completely disposed of before long. At present, however, there are still a few of the best blocks left, ranging from 1 acre to 4 acres in size, which are being offered at the low price of 145/10/- per acre. Home Blocks, one-third to half acre, are available from 125 each. The Estate is right at Toongabbie Station.

LYTTON ESTATE. There are still a few -acre blocks left on this Estate, which is situated along the Great Western Railway Line, near Blacktown. Prices from 115/10/- each. All the above magnificent farmlet lands are offered on RICKARD'S EASY TERMS. £1 Deposit and 10/- Monthly for each £25 purchase value.



table of the winnings of celebrated Australian racehorses should, for comparative purposes, be of much value. World's and Australasian racing time records, a list of the late season's record Blood Stock Sales, in alphabetical order, and V.R.C. Betting Rules, are also included.

NON-UNION AND UNION WORKERS.

WHICH HAS DONE THE MOST FOR MANKIND.

One is enabled to affirm in sober earnest that the sentiment of this wage-workers' society in the United States to-day is almost wholly union. The statistics of the present paid-up membership of the American Federation of Labor, the railroad brotherhoods and the as yet unfederated unions show more than 3,000,000 members. But as this number does not express the sum total of unionism as it exists in fact, Unionism in its ebb and flow is made the more possible to a larger and larger number through union sentiment continually preceding organization itself. Beyond the forces organized and paying dues to the unions are the masses that long to be with their comrades who are bearing the burdens of labor's uplift through union methods.

In the progress of organization errors have been made which for a time have caused serious losses to the unions. There has been on occasion poor leadership; unwelcome strikes have taken place. But, whatever the cause of their falling away, it may be confidently asserted that after men have once experienced the help of the union never will they be again satisfied with the state of non-unionism. They know that most of the betterments they enjoy come to them and are maintained through the power of organized labor.

Three millions, therefore, is too small a number for trade unionism. If it were as easy for men to enroll themselves in a union as in a political party, trade unionism in America would five or six, whatever number is necessary to cover the vasty predominating force in all the trades and callings that have been covered by our modern industrialism. It is indeed true that trade unionism envelops in its fold more than are enrolled in the unions.

When we begin an estimate of the number of active non-union wage-workers we quickly come to a halt. Professional strikebreakers are not non-unionists. They are mercenaries, on hire to whomsoever pays them their price. Should the union outbid the employers, they could by the strikebreakers, whose principles have nothing to do with honest work. Their character is notorious—the jest of the newspaper, the thorn in the side of employers, the worry and surprise of the innocent university leaders who once deemed them non-unionist heroes. The steady and usually fair wage-worker who at times refuses to come

FOR AN IDEAL SHAVE YIELDS AN ABUNDANT CREAMY LATHER

MADE IN AUSTRALIA LEVER BROTHERS LIMITED SYDNEY

EIGHT-HOUR ART UNION AND SPORTS.

PRIZES value £3,500 (Under sanction of the Attorney-General). Drawn Nov. 4, 1916.

1st Prize, value £650; 2nd Prize, value £300 3rd Prize, value £200; and 327 other Valuable Prizes.

CHANCE FOR 1916. TRY IT. First Prize in 1915 was won by Mrs. Mark Barnett, Surry Hills, Sydney, for the modest outlay of Trades Hall, Sydney. One Shilling. JOHN W. DOYLE, Secretary.

Tickets obtainable from Agents in all towns, or direct from the Secretary.

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

A GREAT AMALGAMATION OF ALL SECTIONS OF RAILWAY AND TRAMWAY MEN.

(The Largest Railway and Tramway Organisation in the Southern Hemisphere.)

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

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

NOTE.—All matter intended for publication in the "Co-operator" should be sent direct to the "Co-operator" Office, 431 Kent-street, Sydney, by Tuesday in each week, if possible.

PRESIDENT: E. D. CAMPBELL (Railway Per. Way). Vice-Presidents: V. G. KAVANAGH (Ultimo Power House), DAN CLYNE (Mt. Victoria).

Executive Officers: J. KEARNEY, J. J. LONG, A. G. PAULL, M. O. O'DONNELL, F. PINKSTONE.

TREASURER: A. EVERS (Darling Harbour).

GENERAL SECRETARY: CLAUDE THOMPSON.

TRUSTEES: M. A. O'DONNELL, V. G. KAVANAGH, and J. L. LONG.

DELEGATES TO P.L.L.: V. G. KAVANAGH, J. KEARNEY, CLAUDE THOMPSON.

DELEGATES TO INTERSTATE CONFERENCE: E. D. CAMPBELL, DAN CLYNE, V. G. KAVANAGH.

EIGHT HOURS COMMITTEE: E. D. CAMPBELL, V. G. KAVANAGH.

TRADES HALL INSTITUTE: J. GREY, M. A. O'DONNELL.

LABOR DAILY REPRESENTATIVE: M. A. O'DONNELL.

COUNCIL:

Traffic: B. COX, Redfern. A. McBAIN, Redfern. T. TOOLE, Darling Harbour.

Loco. Running: N. DAVIS, Hornsby. A. J. SMITH, Eveleigh. L. WALKER, Eveleigh.

Loco. Mechanical: J. F. MUNRO, Sydney. P. QUARTLEY, Car & Wagon. W. SIGLE, Sydney.

Salaried Officers: ELI BROAD, Penrith.

LOCAL SECRETARIES KINDLY TURNER TIME AND PLACE OF MEETINGS, AND NOTIFY ANY MEMBERS APPEARING WITH RESPECT TO TABLE BELOW.

Ashfield.—R. Mathison, Sec., 123 Norton-st., Ashfield.

Blaby.—J. James, Sec., Royal Hotel, Blaby, meeting as summoned.

Armidale.—J. McEwen, Sec., Railway Station, Armidale; Caledonian Hotel, Armidale, 1st Saturday.

Armidale.—S. Han, Sec., Railway Station, Armidale; Mt. Victoria, 1st Saturday.

Bathurst.—C. Jeffs, Sec., Railway Dept., Bathurst.

Bathurst.—T. Thomas, Sec., 123 William-st., Bathurst; Masonic Hall, 1st Wed. Bathurst.

Bathurst.—Thos. Egan, Sec., Railway Station, Bathurst; 1st Saturday.

Cootamundra.—R. Murray, Sec., Post Office, Cootamundra; Lodge Room, Town Hall, last Saturday.

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Cowra.—R. Stann, Sec., Railway Station, Cowra; 1st Sunday in each month.

Cullerin.—Jas Knight, Sec., Fetter, Breadalbane.

Darling Harbour.—J. Dickson, Sec., 115 Barcon-st., Darlinghurst; Head Office, 1st Saturday.

Dubbo.—W. H. Paik, Sec., Carrington-av., Dubbo; Rawden's Rooms, 2nd Wed. Dubbo, 7.30 pm.

Eveleigh.—A. J. Smith, Sec., 3 Lambert-st., Eveleigh; Head Office, 2nd Wed. Eveleigh.

Eveleigh.—A. Coleman, Sec., Oakley Park, Eskbank; Trades Hall, 1st Sunday.

Eveleigh.—R. W. W. Bailey, Sec., Railway Station, Eveleigh; 1st Saturday.

Goulburn.—G. Warrington, Sec., Bradley-st., Goulburn; Com. Hotel, 2nd Thurs. Goulburn.

Granville.—S. K. Milton, Sec., Granville; Town Hall, 2nd Thursday.

Granville.—Geo. H. Curran, Sec., Railway Station, Granville; Railway Station, 1st Saturday.

Hornsby.—M. A. O'Donnell, Sec., "Cawarra," Mort's-road, Mortdale; Council Chambers, 2nd Saturday.

Hornsby.—J. G. Carey, Sec., "Cawarra," Mort's-road, Mortdale; Council Chambers, 2nd Saturday.

Hornsby.—R. Larkin, Sec., Whitton Lane, Hornsby; Meetings, 1st Sunday in month, Guard Room, at 10 a.m.

Hornsby.—Reg. J. O'Connell, Sec., Orange-st., Hornsby; Lockwood's Rooms, Coronation-st., 1st Wednesday.

Liverpool.—Thos. McDonald, Sec., Meeting, Club Hotel Rooms, Liverpool; 1st Saturday.

Liverpool.—A. E. Boys, Sec., Hanover-st., Lidcombe; Head Office, 3rd Thursday.

Manly.—W. Nicholls, Sec., 114-116, Manly; 1st Sunday in each month.

Manly.—R. Scott, Sec., P.O. Board, Council Chambers, 1st Saturday.

Manly.—J. Dickson, Sec., 115 Barcon-st., Darlinghurst; Head Office, 1st Saturday.

Mitigong.—G. Armstrong, Sec., Railway Crest, Mitigong.

Mitigong.—M. W. W. Bailey, Sec., Railway Station, Mitigong; 1st Saturday.

Mitigong.—J. Burns, Sec., P.O., Garland, Railway Per. Way, Sydney; 2nd Saturday.

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Murrumbidgee.—K. Miller, Sec., Little-st., Murrumbidgee; Railway Station, 2nd Sunday.

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be sympathetic. The general secretary's report was received and adopted.

Mr. Clyne said that he had seen Mr. Lang, M.L.A., on the subject. Mr. Lang had confessed ignorance on the matter, but had promised to get busy and inform himself on the subject.

The Dallas case.—The general secretary read a long letter from the Newcastle branch secretary (Mr. T. Godfrey) on the subject of the Dallas case. (A report of the Police Court proceedings appeared in last week's "Co-operator.")

Mr. Evers pointed out that, as regards the stopping and searching of men, such procedure had often been taken at Darling Harbour. The system had been objected to, but it continued. In one instance it was believed that the wife of an employee received such a shock as the result of her house being searched that she died subsequently.

Eventually it was decided to instruct the general secretary to write to Mr. Godfrey and explain what has been done in similar circumstances in Sydney, and to advise him to bring the matter under the notice of the member for the district. Also it was resolved to congratulate Mr. Godfrey upon the action he had taken regarding the case of Dallas.

Ironworkers' Branch.—The general secretary reported upon the formation of an ironworkers' branch of the Association, and said that the new branch would meet on the following Monday night for the purpose of electing officers, etc. The action of the general secretary was endorsed.

Conduct of No. 4 Board.—The general secretary said that he had seen Mr. Turner, and had come to an agreement with him to submit a joint claim. Mr. Turner to "All Grades" witnesses would be called, but Mr. Turner would be the judge as to who he should call after having been supplied with the names and the particulars and the nature of the evidence that each could supply. The Association would, of course, pay the expenses of its own witnesses.

Mr. Kavanagh said that they would have to go before the Board in October next. He thought that they should work in with Mr. Turner, and use any evidence they had. He (Mr. Kavanagh) was called as the principal witness in the power house evidence, and got on well with Mr. Turner.

The general secretary's action was endorsed, and the arrangements made pronounced to be satisfactory.

Renewal of Lease.—The general secretary was instructed to make arrangements for the renewal of the lease of premises occupied by Head Office.

Tram Branch at Newcastle.—A letter was read from J. W. Clinton, conductor, Newcastle, stating that he has forty members on the books, and asking permission to form a branch. The correspondent also asked that something be done to obtain similar conditions for casuals working at Newcastle on Sundays as those prevailing in Sydney in regard to time worked.

It was resolved to grant the request for the formation of a branch, and the general secretary was instructed to take up the question of Sunday work of casuals in Newcastle.

Sydney Branch Recommendation.—The Secretary of the Sydney branch wrote stating that at a recent meeting of the branch, on the motion of Mr. Dubig, seconded by Mr. Biffin, it was carried, as a recommendation to the Executive, that the sum of £2 10s. be voted, from the General Fund, to Mr. F. Pinkstone, to reimburse him for the services he rendered during the Randwick trouble by attending to members and securing casual work for them.

The following letter was enclosed:—"We, the undersigned, desire to bring before your notice the fact that Mr. Pinkstone, during the fitters' strike, lost the whole of the time while looking after the interests of members of the union. He succeeded in getting a good number of us work for most of the time, but, in doing so, was unable to work himself, and we consider that, in common justice, the Union should make good his loss of wages and out-of-pocket expenses. Hoping that you will favorably consider this matter, etc.—J. B. Rogers, C. J. Ingvall, M. Williams, J. J. George, and F. Bowen, union employees, Eveleigh works."

The chairman said that on the occasion referred to he was not on strike, but was automatically pushed out. He did not act with any idea of receiving any personal reward. As a matter of fact some of the scabs he did the most for had hopped over to the ironworkers.

Mr. Kearney said that it would place the Executive in a peculiar position if they paid an Executive officer and did not pay the men at Randwick. If they paid one they would be expected to pay all.

Mr. Evers was of the opinion that the amount should be paid by the branch, as the services were rendered to members of the branch.

Mr. Pinkstone said that he told the branch that he did not want any payment for what he had done. He did it as a matter of principle, and was quite willing to let that suffice.

On the motion of Mr. Kearney, seconded by Mr. Clyne, it was resolved to thank Mr. Pinkstone for the services rendered to members of the Association on the occasion referred to, and that he be further thanked for not requesting payment.

Staff Changes and Promotions

APPOINTMENTS.

Locomotive Branch, Railways.—Fitters' Apprentices: J. Johnson, J. Barrett, Eveleigh. Laborer: J. Malco, Eveleigh. Fitters' Apprentices: H. Binchmore, H. Arthur, W. Durrant, A. Angus, E. Dooley, Eveleigh. Laborer: A. Bowers, Eveleigh. Boiler-makers' Apprentices: C. Grant Clyde, J. F. Wallis, Clyde, H. Smith, Bathurst. Storeman: L. Allbranch, Cowra. Call Boy: P. Kane, Junee. Fuelman: F. Betts, Penrith. Fireman's Clerk: H. Simpson, athurst.

Per. Way Branch, Railways.—Fitters: J. McNamara, C. Linder, Southern Division. Bricklayers: A. Spithill, Metropolitan Division.

Traffic Branch, Railways.—Shunter: William Hackett, Eskbank. Hoof Starling: George L. Seller, Darling Harbour; John Carr, Marrar; Leslie Campbell, James G. Smith, Junee; William Owens, Cobarr. Junior Porters: Christopher Rue, Eskbank; Roderick McLeod, Junee; Clarence King, Bourke.

Electrical Branch, Railways.—Probationer: E. Fitzgerald, Wallerawang. Electrical Mechanic: Carl Knopper, Eveleigh.

Signalling Branch, Railways.—Storeman: Gordon Nicholls, Sydney. Timber Storeman: Robert Williams, Redfern.

General Rest House.—Rest House Attendant: Mrs. Harriett C. Lewis, Richmond.

Locomotive Branch, Railways.—Cleaners to Firemen: D. McKay, Eveleigh; T. Wright, F. Barry, Harden; W. M. McCormick, Junee; R. Griffiths, Eskbank.

Per. Way Branch, Railways.—Fitters to Gangers: P. E. Hartman, Western Division; James Hourigan, Southern Division.

Traffic Branch, Railways.—Shunters to Gangers: Percy Watsford, Eskbank; Frederick Hurd, Dubbo to Wallerawang; Charles Cooper, Dubbo to Orange. Porters to Shunters: Walter Glover, Metrop. Colliery Siding; Sidney Cooke Sidney Wales, Sydney; Norman Ditchburn, Jerrilderie to Narrandera; Vincent Monahan, Orange to Flemington. Porters to Signalmen: Theo. Stein, Arthur McDielen, Liverpool; Dennis Boyle, Campbelltown; Phillip Quayle Rockdale; James Oliver, Wollongong; William Hickson, Mudgee to Penrith; James Wedesweiler, Katoomba to Valley Heights.

REMOVALS—RESIGNED OR LEFT THE SERVICE.

Locomotive Branch, Railways.—Cleaner, W. Anderson; Fireman, F. Pearce; Firelighter, E. Wilcox; Fireman, S. Thompson; Driver J. Redding; Painter's Assistant, T. Birrell; Fitters' Apprentices, B. Gilder, F. Pike; Blacksmith's Apprentice, W. Cummins, Fitter, A. Louis; Call Boy, E. D. Thompson; Tool collector, S. McFarland; Fitters' Apprentice, W. Halpin.

Per. Way Branch, Railways.—Rough Carpenter: R. Green, Metropolitan Division. Carpenters' Laborers: T. J. Hart, Western Division. Foreman: Joseph Ingram, Western Division. Fitters: L. McDonald, Western Division; William Sharp, C. Owen, James Lawless, Southern Division; A. Burton, Metropolitan.

Traffic Branch, Railways.—Porters: Stanley Munro, Darling Harbour; John Christoff, Maryvale. Junior Porters: Leslie Kenny, Thirroul; Stephen Cunningham, Warrong; John Freebody, Artarmon; Eric Gazar, Sydney C.C. Sheds; Joseph Boyle, Harden; Robert Devenish, Dubbo. Gatekeeper: Myra Byrnes, Lyndhurst.

Stores Branch, Railways.—Out-door Laborer: Percy A. Hart, Darling Harbour.

General Rest House.—Rest House Attendant: Mrs. Celester Tinker, Richmond.

DECEASED.

Locomotive Branch, Railways.—Painter: A. Watson.

The Executive briefly discussed the suggestion of the Tram Traffic branch that new medals be procured and it was decided to hold the matter over for the present.

A communication from the same branch was read stating it to be the opinion of the branch that the State Labor politicians will continue to oppose and ignore the Association, until the membership are entitled to participate in selection ballots, under Rule 6 of the P.L.L., and asking the executive to secure to the membership the right to take part in the selection of Labor candidates for Parliament.

It was resolved to leave this matter over for future consideration in view of the expense involved.

Financial Statement.—The auditor's report, balance sheet and statement of income and expenditure were read and adopted. It was decided to carry out a number of suggestions made by the auditor and to have the balance sheet and financial statement published in the "Co-operator." (These appear in another column.)

Trades Union Act rules.—The bill, explained the general secretary, was not carried last session, but would, in all probability, be carried during the present session. The bill carried a schedule containing rules which would apply to all unions unconditionally, but which were specifically excluded. The Association would have to exclude all these rules, with the exception of about two, otherwise they would operate to the detriment of their own rules.

It was resolved to procure copies of the bill for the use of the members of the Executive and to consider the matter at a future meeting.

The chairman said the bill was a good one, and he thought it would go through with, perhaps, the exception of the clause allowing unions to make letters for newspapers.

The general secretary said the bill would permit unions to take cases to the Petty Debts Court, which they could not do at present.

Superannuation Board Campaign.—The general secretary said that the election of members of the Superannuation Board would be held in October next. Messrs. Campbell and Clyne had been selected to contest seats on behalf of the railways and Mr. Kavanagh had been selected to contest the tramway seat. He believed they had every chance of success.

It was decided that the three members selected shall meet and draw up a campaign scheme, in conjunction with the general secretary, and lay it before the Executive.

Higher contributions.—The general secretary brought up the questions of strike pay for workshop men and a discussion ensued. He pointed out that some of the men were leaving the Association and joining another union because they were not allowed strike pay.

The opinion was expressed that these men are not deserving of consideration since the Association has done much for them and that, as regards increases, they have fared much better than the running staff.

It was also stated that the Amalgamated fees are much lower than those of some of the other unions. The general opinion of the Executive appeared to be that cupidly rather

£15 FOR £1

PAID BY THE

Amalgamated Railway and Tramway Benefit Company

TO SOME OF THE MEMBERS OFF DUTY SICK.

During the last few weeks I have given a few instances of where members have received over £15 for less than £1.

As it is quite an impossibility for anyone to spend more than they receive, and our Company is no exception to the rule, this week I shall give one example of a branch that paid only a very small sum away.

Orange branch, with a membership of nearly 100, paid in sick pay for the last six months the sum of £1/1/-.

These examples show the benefit of our spreading our risks over the whole of the State.

CAN YOU FIND A BETTER WAY TO INVEST SIXPENCE WEEKLY?

IT MAY BE YOUR TURN NEXT. BE PREPARED. JOIN THE BENEFIT CO. NOW. FOR SERVICE MEN ONLY

HERE IS A LIST OF COLLECTORS IN CITY AND COUNTRY WHO WILL GIVE YOU EVERY ASSISTANCE TO BECOME A MEMBER.

CITY—RAILWAYS

Clyde Loco. and Running.—S. F. Smith. Car and Wagon.—C. London. Carriage Cleaning Department.—W. Sore.

Darling Harbour.—H. Patching. Eveleigh Running.—H. Davis. Granville.—C. Gazzard. Hornsby.—H. Davis. Main Suburban.—T. Downey. Main Suburban.—J. W. Bell.

Parcels Office.—R. O'Connor. Railway Signalling.—G. H. Stokes. Sydney Traffic.—K. Davidson. Shops, Boiler-makers.—B. Teague. Car and Wagon.—W. Sigle. Large Erecting.—F. Pinkstone. Loco.—J. Burns. Stores.—G. Clampett. Stores.—Williams.

TRAMS.

Dowling Street, Traffic.—T. Power House, Ultimo.—V. Kavanagh. Dowling Street, Electrical.—S. Power House, White Bay.—A. Pringle. Linesman and Leichhardt.—W. Arnott. Newtown Offices.—G. Tighe. Ultimo.—G. Mulder.

COUNTRY.

Waterfall.—W. McKinney. Wellington.—J. Vitell. Trangie.—J. Clifton. Penrith.—W. Bailey. Tamworth.—R. Fallon. Merah North.—W. Crumpton. Orange.—A. McKinley. Parkes.—W. Wallace.

Mudgee.—M. Waters. Lithgow.—J. J. Griffiths. Harden.—D. Stewart. H.S.P.—J. Kenney. Eskbank.—A. Colman. Cootamundra.—Siddebottom. Cullerin.—C. Brennan. Bathurst.—T. Thomas.

The payment of 6d. per week protects you against FINANCIAL HARDSHIP DURING SICKNESS, and makes provision TO ASSIST YOUR FAMILY in case of death.

BENEFITS.

SICKNESS—£1/1/- PER WEEK FOR 13 WEEKS. 10/6 FOR A FURTHER 13 WEEKS.

DEATH—THE SUM OF £25 TO THE WIDOW.

Ask any of them for information concerning the Benefits, and secure a copy of the rules, which are free.

Further information gladly supplied by the Secretary, GUS. MULDER, Caledonian Street, West Kogarah.

who is in attendance at Head Office every Monday evening from 8 to 9 o'clock.

Mr. Paull said that Catts never left any records in the office when he was secretary. He (Mr. Paull) had moved the resolution referred to in the motion from the Tram Traffic branch, because at that time he believed the "Co-operator" company was at a loss, but now he was "up business" paper of the next annual conference, which specifically instructed the general secretary to sue for all arrears.

The point of order was upheld by the chairman (Mr. Kavanagh).

Mr. Evers then moved that the chairman's ruling be dissented from; Mr. Kearney seconded the motion, but upon being put to the meeting, the motion was defeated, only the mover and seconder voting for it.

Mr. Kavanagh said they had to make provision for another paper or come to some different agreement with the "Co-operator." They might be able to make a fresh agreement but at any rate they would have to do something, and the sooner they commenced the better.

On the motion of Mr. Clyne, seconded by Mr. Pinkstone, Messrs. Kavanagh, Kearney, Thompson, Paull and Clyne were appointed as a committee for the purpose named.

Some discussion ensued as to the possibility of finding the signed agreement, the general secretary stating that he had not possession of it at Head Office.

Mr. Paull said that he was prepared to tear it up at that very moment.

Mr. Kavanagh said that he signed the agreement, as also did Mr. Campbell, and he understood all along that it was at the office. He knew that it was submitted to the Executive and signed by himself after the cancellation of their registration, when it was found necessary to have it altered.

Mr. Evers: No one seems to know where it is.

EXECUTIVE.

The quarterly all-day meeting of the "All Grades" executive was held on Thursday last, when there were present the president (Mr. E. D. Campbell), vice-presidents Kavanagh and Clyne, Mr. Evers (treasurer), Messrs. Long, Paull, Kearney, Pinkstone and the general secretary (Mr. Claude Thompson).

The new system of punishments.—After some discussion upon this subject it was decided to confer with other service unions with the object of forming a joint deputation to wait upon the Acting-Chief-Commissioner for the purpose of discussing the subject with him, and that the deputation consist of three members from each union.

Messrs. Campbell, Kavanagh and Paull, together with the general secretary, were appointed to represent the Amalgamated.

At this juncture Mr. Campbell, who had to attend a sitting of the Appeals Board, vacated the chair, which was taken by Mr. Kavanagh.

Appeals Boards Protest.—The general secretary reported having circulated members of Parliament on this subject and had asked every local officer in the Association to communicate with the member for the district urging him to oppose the proposed sectional representation. He had, he said, also communicated with a number of personal friends in Parliament asking them to oppose the sectional proposals, or at all events to oppose it until a referendum of service men is taken. He had also written to Mr. Bodkin, general secretary of the Railway Workers' and General Laborers' Union, who would place the matter before his executive. He believed Mr. Bodkin's union would

All on one wet, cold winter's day Three home-bound children, tired of play, With noses pressed to window-glass, Watched all the rain-soaked people pass, And one among them they observed, Who passed and seemed unwearyed— It was their dad, for they felt sure He needed Woods' Great Peppermint Cure.

WHEN IN NYNGAN, GO TO GILLESPIES.

THE CO-OPERATOR. PUBLISHED WEEKLY.

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EDITORIAL MATTER.

It must be distinctly understood that "The Co-operator," Ltd., is also 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 substantiate 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.

LEGAL RESPONSIBILITY.

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 services are of a friendly nature, and without legal responsibility.

AGENTS WANTED.

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

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THURSDAY, AUGUST 3, 1916.

THE RAILWAYS.

The Acting Chief Commissioner is responsible for the statement—made at the annual dinner of the Commercial Travellers' Association a few evenings ago—that for the twelve months ending June 30th the railway and tramway revenue for the first time in the history of the State, reached the round sum of ten million pounds, being an increase of £400,000 compared with the revenue for the year ending June 30th, 1915. Mr. Fraser went on to say that for the year ending June 30th, 1915, the two branches of the Service taken together showed a profit of £66,000, but that this favorable position would not be reached this year. Ordinarily it might be expected that with an increased revenue of £400,000 there would be an increase in profits. Mr. Fraser explained why this is not the case. He said that during the year an additional sum of £1,100,000 was imposed upon working expenses. This large additional expenditure, he went on to explain, was due to increased wages paid under Wages Boards, to the fact that the staff was employed full time, to the increased cost of materials, increased interest bill, repairs to locomotives held over from the previous year, and the allowance of the difference between service pay and military pay to those of the staff that were on military service, numbering about 6,600. He added that much of the work done during the year was unprofitable, such as the free carriage of starving stock and fodder, and work done for the military at small remuneration.

The outstanding fact appears to be that although the revenue increased to the amount of £400,000, the working expenses increased at a far greater rate, and the result is a balance on the wrong side of the ledger. To service men the most interesting part of the announcement is that referring to increases in wages due to the operation of Wages Board Awards. In this regard it would be interesting and instructive to know exactly what proportion of the increased cost of management was due to the operations of the Railway and Tramway Boards, and how such increases were distributed among the different sections of the Service. About a dozen awards directly affecting the Service have been gazetted during the year, some of them being interim awards, and some of them involving comparatively small sections of employees.

RAILWAY AND TRAMWAY WAR FUND

Mr. W. C. Witt, writes from the Wallend railway station: "Will you kindly grant me sufficient space to tell of an experience with the Railway and Tramway War Fund. One of my staff on active service was among the wounded on 12th July. On 25th July a cable was received from him asking for a remittance. Having some doubt as to whether the cable was genuine a note was hastily scribbled to the secretary of Railway and Tramway War Fund, Sydney, asking him to get particulars. That note could not reach the secretary before 9 a.m. on the 23th. Inquiries were made and advice was received that the cable was genuine, and that if, cabling money it should be done through the Commonwealth Bank, which takes special precautions to payment. This information was in my hands at 11.15 a.m. on the 23th, or two hours after the receipt of the request for information. It seems to me this was excellent work, and that the Fund is worthy of the support of the whole staff. Might I respectfully request the serious consideration of non-subscribers. Contributions may be sent through any S.M. in the State."

SLICK BUSINESS METHODS.

Mr. W. C. Witt, writes from the Wallend railway station: "Will you kindly grant me sufficient space to tell of an experience with the Railway and Tramway War Fund. One of my staff on active service was among the wounded on 12th July. On 25th July a cable was received from him asking for a remittance. Having some doubt as to whether the cable was genuine a note was hastily scribbled to the secretary of Railway and Tramway War Fund, Sydney, asking him to get particulars. That note could not reach the secretary before 9 a.m. on the 23th. Inquiries were made and advice was received that the cable was genuine, and that if, cabling money it should be done through the Commonwealth Bank, which takes special precautions to payment. This information was in my hands at 11.15 a.m. on the 23th, or two hours after the receipt of the request for information. It seems to me this was excellent work, and that the Fund is worthy of the support of the whole staff. Might I respectfully request the serious consideration of non-subscribers. Contributions may be sent through any S.M. in the State."

THE RUGBY UNION GAMES IN SYDNEY

The Rugby Union games in Sydney on Saturday, resulted: North Sydney beat Newtown by 23 to 9, Cambridge defeated Field Artillery by 14 to 11. Y.M.C.A. beat Glebe-Balmain by 11 to 3.

SENATOR GARDINER ON CONSCRIPTION

In a speech delivered at the annual dinner of the Commercial Travellers' Club a few evenings ago Senator Gardiner, Assistant Minister for Defence, is reported to have said:—"Work as head of the Defence Department was so strenuous that he was unable to leave it at the present time. All sections of the Federal Parliament, he said, could look back with pleasure, and with not much regret, upon the work of the past two years. The Government had been tried by the stern ordeal of war—under conditions that the biggest-brained statesmen in Australia could never have anticipated. They claimed to have done Australia's part well. (Applause). They had been asked, unprepared, to equip and send large bodies of troops long distances, and they had done it. To equip and arm an army could not be done by rubbing a lamp or pressing a button. Amongst some of the large orders the Defence Department had carried out was the manufacture of 10,000,000 yards of woollen cloth, 10,000,000 yards of flannel, and 2,000,000 pairs of boots, as well as numerous other goods. (Hear, hear). The articles manufactured, if placed end to end, would carpet the Cape route from Melbourne to London, and a good way back again. And yet there were men outside Parliament who said they had not done enough. With that cloth they had clothed an army that had taken its place beside the world's best, and had more than held its own. All this, he continued, has been done under the voluntary system. Australia has organised an army of 270,000 men. Marching in columns of fours they would form a line 50 miles in length. It is said that Gardiner still more men are needed. All I can say is that if more men are needed they will be sent. One of the things Governments have to worry about, however, is how the country is to pay the cost. There is a loan due next week, and every man who can take up bonds, even to the extent of only £10, will be helping to send more men. Statesmen outside the House say: "Why bother about loans; wealthy men and big men have large banking accounts—why ask them to volunteer it; why not take their money?" But when the democracy of Australia agrees to send the men it will also agree to take the money. If you are going to say to the manhood of the country that whether they like it or not they will have to go to the firing line, then the men responsible for sending them will not have to have any slipshod methods of raising the money to keep the men.

If there is a long war every fit man will eventually find his way to the front. If it is a short war we will feel satisfied to say that Australia has done more than the ablest man ever thought she was capable of doing. Sir William Irvine, at the end of 1914, said he thought we should send at least 100,000 men. Instead of that the 200,000 limit has already been reached, and the 300,000 is being approached. (Hear, hear.) Just as there is a limit to men, so there is a limit to the resources of a country. If to-morrow we could get 100,000 more men it would mean £25,000 a day, for seven days a week, to support them. It is time for serious business men to think—not to be influenced by catch cries, but to realise that the Government is considering every aspect of the question. We have been subjected to unfair criticism by some sections of the public and the press, but we are doing our best, and I believe the bulk of "the people realise this and appreciate it." Senator Gardiner added that he was satisfied that when the war was over, and victory had crowned the efforts of the Allies, the people of Australia would feel the bill, and feel to some extent grateful that in a time of great stress they were governed by men who tried to protect the people's interests from unnecessary irritation and taxation. "As far as we are concerned, speaking for the Federal Government," he concluded, "we feel that during the trying times, supported by the States and by all sections of the House, we have been able to do for Australia what any collection of men acting as a Government would have done; and if the war lasts we hope, if called upon, to be able to do a little more."

QUEENSLAND POLICE UNION.

SUCCESSFUL ORGANISATION. The organising secretary of the Queensland Police Union, Mr. B. Champ, recently returned to Brisbane after a most encouraging organising tour of the country districts of that State. Mr. Champ stated that the result of the mission exceeded all anticipation, and that at the many meetings he had attended the police unanimously expressed their great satisfaction with the splendid progress made by the organisation since its inception, also with the reforms which had already been attained through the work of the union.

EVELEIGH RUNNING SHED FOOTBALL CLUB.

VISIT OF MOLONG CLUB. Last week-end a team of footballers from Molong visited Sydney, at the invitation of the E.R.S.F.C. and were entertained at a banquet in the Newtown Town Hall on Saturday night, and at a harbor picnic on Sunday. A report of the proceedings is held over until next week.

THE AMALGAMATED BALANCE SHEET

In another page of this issue of the "Co-operator" there appears the balance sheet and statement of income and expenditure of the Amalgamated Association. Commenting upon these figures the general secretary said:—"Considering the difficulties that have confronted the Association the balance sheet for the half year must be regarded as eminently satisfactory. It will be seen by reference to the figures that the increase in income for the half-year was, roughly speaking, £500, or at the rate of £1000 per annum. The expenditure also was higher, but it must be remembered that items such as legal expenses, amounting to £83 4s, and Political Labor League £67 11s 6d, will not again occur in the second half of the year. As some of our members may desire to know why the legal expenses amounted to the respectable sum of £83 this half year and only to £2 2s last half year it is best to give the following details:—"March 4th.—Re "Co-operator" 10s 6d; proportion of Tramway Award appeal costs £22 8s. May 2nd.—No. 2 Appeal (Crawford) £43 10s. May 16th.—Cook's case (Croft and Co.) £1 9s 6d. May 29th.—Defence of Buckley, £5 5s. June 30th.—Per. way prosecution (Croft and Co.) £8 3s 10d; McCoy and McCoy (re "Co-operator"), £2 2s. Total £83 4s 10d.

The largest item, No. 2 Appeal (£43 10s) was incurred through the engagement of Mr. T. R. Crawford, Barrister at Law, to argue the appeal during my absence on holiday. The other large item (£22), was incurred in paying our proportion of the costs in fighting against the fixing of the minimum wage at 8s 9d, in the Tram Traffic Award. Apart from the £5 5s incurred through the defence of Buckley all the other small items were, as stated, for legal advice obtained at the express direction of the Executive. Since the date of the closing of the accounts money has been coming in very freely and there is every indication that the year will be one of the most prosperous in the history of the Association.

PENSIONS RETURNS

The pensions returns issued by the Commonwealth Treasurer, Mr. Higgs, give interesting particulars of the Commonwealth war pensions, maternity allowance claims, and old-age and invalid pensions. Up to the end of July, 10,135 war pensions had been granted, involving an annual liability of £399,526. The liability in respect of the 114,851 old-age and invalid pensions in force is now about £2,900,000, while £52,550 is required to meet the 10,512 maternity allowance claims granted during July.

INDIGNANT RAILWAYMEN

At a recent meeting of the Toowoomba branch of the Queensland Railway Union a letter was read from the general secretary stating that the Minister for Railways had promised to use his influence to bring a deputation to a head; however, the secretary, when giving his report of a deputation to the Minister for Railways, informed the meeting that the Minister said the Commissioner had no intention of meeting the Q.R.U. till after the war. This information brought forth a storm of indignation, and after a rather drastic resolution had been defeated, the following motions were carried unanimously:— (1) "That the secretary test the opinion of the members with reference to this branch becoming a section of the A.W.U." (2) "That council approach the A.W.U. and ask that a scheme be submitted for embodying railway workers, the same to be then submitted to branches for consideration."

"Oh, I just want some Parting Gift."

Solid Gold, extra heavy, 21/- Good, range from 8/6 up to 30/- Here I illustrate two such parting gifts in return, and also—the RING. Masonic Signet, in solid gold, heavy, 20/- post free. Low Expenses mean Low Prices. 18ct., 25/-, 32/6, "Fred slices" Prices." 15ct., 20/-, 25/-, 30/-, 35/-, 40/-, 45/-, 50/-, 55/-, 60/-, 65/-, 70/-, 75/-, 80/-, 85/-, 90/-, 95/-, 100/-, 110/-, 120/-, 130/-, 140/-, 150/-, 160/-, 170/-, 180/-, 190/-, 200/-, 210/-, 220/-, 230/-, 240/-, 250/-, 260/-, 270/-, 280/-, 290/-, 300/-, 310/-, 320/-, 330/-, 340/-, 350/-, 360/-, 370/-, 380/-, 390/-, 400/-, 410/-, 420/-, 430/-, 440/-, 450/-, 460/-, 470/-, 480/-, 490/-, 500/-, 510/-, 520/-, 530/-, 540/-, 550/-, 560/-, 570/-, 580/-, 590/-, 600/-, 610/-, 620/-, 630/-, 640/-, 650/-, 660/-, 670/-, 680/-, 690/-, 700/-, 710/-, 720/-, 730/-, 740/-, 750/-, 760/-, 770/-, 780/-, 790/-, 800/-, 810/-, 820/-, 830/-, 840/-, 850/-, 860/-, 870/-, 880/-, 890/-, 900/-, 910/-, 920/-, 930/-, 940/-, 950/-, 960/-, 970/-, 980/-, 990/-, 1000/-, 1010/-, 1020/-, 1030/-, 1040/-, 1050/-, 1060/-, 1070/-, 1080/-, 1090/-, 1100/-, 1110/-, 1120/-, 1130/-, 1140/-, 1150/-, 1160/-, 1170/-, 1180/-, 1190/-, 1200/-, 1210/-, 1220/-, 1230/-, 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FAIR WAGES

AN ECONOMIC FALLACY

The well-known writer Grant Allen once won a prize in an English newspaper competition. The terms of the competition called for an essay on the subject of "Fair Wages."

I haven't the very faintest conception myself what on earth Fair Wages can possibly mean. There is a gentleman in Italy, we are told, who undertakes to cure most known diseases, and many unknown ones, by the application of something that he chooses to describe as Blue Electricity. Now, electricity (within my humble experience) may be positive or negative, mild or powerful, constant or intermittent, but cannot conceivably, it seems to me, be blue, or green, or red, or yellow. Just in the same way, I take it, wages may be sufficient or insufficient, high or low, in kind or in coin, squalid or substantial; but I don't know how they can possibly be fair. The adjective and the substantive do not belong to the same category of ideas. You might almost as well talk with eloquent vagueness of a beautiful murder or a charming robbery.

For the very conception of wages itself implies a haphazard world divided into a small body of land-owners and capitalists on the one hand, and a large body of expropriated wage-earners on the other. In a community organised upon an ethical basis—a community in whose original arrangement questions of right and wrong had been taken into consideration at all—there could be no such group as the purely wage-earning group; everybody would be a shareholder alike and would receive an equal dividend from the common fund. As long as land-owning and capitalism exist, wages will exist, of course, by their side; and we can't help it. But to apply to such wages an epithet like "fair" is to introduce ethical concepts into a relation of society to which they are not adapted. The normal condition of things in a capitalist and land-owning world is a condition of open or concealed struggle between wage-earners and wage-payers. The first are trying to claim their own; the second are trying to keep it back from them. The employer admittedly gets his labor for the very least sum that the laborer will accept; the laborer admittedly can only ask as much as will secure him against being understood by competing laborers. In all this there is nothing fair in any way. It is open war; pure barbaric Rob-Royism translated into the sphere of peaceful economics. The struggle has its rules, but that is all. It is none the less an unmitigated struggle.

If anybody doubts this, can he tell us what he means by Unfair Wages? Clearly, you cannot permanently obtain labor for less than the minimum cost of subsistence at any particular time in any particular country. But unskilled labor can never obtain more than that, for there will always be persons prepared to sell their labor at the very barest rate that will support existence. If anybody, on the other hand, chooses to pay more than this, he may be paying a generous wage, as times go nowadays, but not a fair one. For how are you possibly to measure its fairness? "Oh," you say, "a fair wage is as much as will allow the laborer and his family to live on his earnings in moderate comfort." Exactly; but what laborer? The Englishman or the Chinaman? The East End Immigrant or the New England artisan? And what family? Wife and child, or wife and ten children? And what comfort? Comfort as understood in a mud village on the Nile, or comfort as understood in a mansion in Belgravia. I suppose if Fair Wages mean anything at all, they mean such wages as would enable the laborer to live as well as any body else lives—such wages, in short, as would enable everybody to attain the same standard of comfort. But then they would have ceased to be wages at all and would have become dividend. The Socialist ideal would by that time have been realised.

Meanwhile, what ought the laborer as a body to aim at? Fair Wages? Well, that means nothing. Wages such as will leave a Fair Rent on land and a Fair Interest on capital? That means still less; for if Fair Wages are nonsense, Fair Rent is a contradiction in terms, and Fair Interest is an economical fallacy; they imply that one man has some inherent born right to take to himself some given area of the soil of the country, or some fixed proportion of

the products of labor. Is Fair Interest five per cent., or three per cent., or two-and-a-half per cent., or nothing? Who shall decide for us? The thing is absurd. No, the business of the laborer at present is to combine, if he can, so as to get, not Fair Wages, but the very highest wages he is able to squeeze out of the reluctant capitalist. The capitalist, of course, will combine in turn; he has always combined, and hitherto he has squeezed the laborer mercilessly. As long as he did so he devoutly called it Political Economy? But now, when the laborers are beginning to follow his own prescription, he is very much scandalised. He calls it Socialism, and complains that capital is being driven out of the country. At the same time, however, he builds new docks, and opens Liverpool and Manchester ship canals.

But how about the interests of the poor landowner and the poor capitalist? Depend upon it, they won't suffer. They can take care of themselves; they have always done so. You need never be afraid of the poor rich. It's the poor poor you've got really to think about. As long as capitalists had the upper hand they preached incessantly the grinding doctrines of old orthodox political economy: "The proletariat are prolific; they will increase by thousands on the hillsides if you allow them room enough; they'll have ten children apiece, and keep you supplied with plenty of raw material for labor; all you have to do is to give them the smallest wages they can possibly accept; competition between them will make them take the very least they can just keep soul and body together upon." That was the gospel of Supply and Demand. While the gospel lasted, things went very well; oh, noble, beautiful political economy! Science, don't you know; immutable laws of population and food, and all that sort of thing; very simple and very comfortable—for the employer of labor. But now, some hot-headed demagogues have found out at last that the proletariat, too, can combine to starve capital; and every day they are making the proletariat see it clearer. So the talk begins to be no longer about supply and demand, but about Fair Wages.

Now there can be obviously no such thing as Fair Wages. That would imply some sort of reciprocity. Good wages—yes; ample wages—we hope so; no wages at all, only universal profit-sharing, perhaps, in due time, a long way off; but Fair Wages—never! Impossible! For wages could only be really fair if we all started fair and even; if no man monopolised land or natural products; if everybody had his proper share alike in all the unused resources of Nature. Two fair states of society are conceivable by the human mind, both Utopian, but one or the other perhaps in the end realisable. The first (and to my mind the fairest) is the Individualist ideal—an ideal in which neither land, sea, earth, air, coal, iron, water, nor wood could be monopolised by anybody; a condition of equality in which all would have equal freedom of access to all natural energies and productions alike; and in which, accordingly, rent and wages could have no existence; but in their place we should have free interchange of mutual services. The second (to my mind less desirable, but towards which the practical set is at present so strong that no wise man will attempt to oppose it) is the Socialist ideal—an ideal in which capital and land have been absorbed by the community, and in which products are distributed by the community in general. Either of those is in its way fair; the man who draws his dividends under either is getting paid, in a sense, Fair Wages. But failing those ideals, there is no question at all of wages being fair, because the word "wages" implies that a large part of the products of the man's labor is being withheld from him to satisfy the imaginary claims of landlord and capitalist. What the laborer is justified in aiming at is the highest wages he can possibly get. If they rise so high that landlord and capitalist are crushed out of existence altogether, then to be sure he has reached what may metaphorically be called Fair Wages. But there is no fear, or rather there is no hope, that anything of the sort will happen in the next few centuries. It is well that Labor should keep these ultimate ideals for ever before its eyes; but it is well, also, that it should do exactly what it is doing at present—fight land and capital over every detail and every chance of an advance, knowing as it must, know that only by such slow and gradual advances can it ever get nearer its final goal. The Socialist heaven cannot be carried by storm; it can but be scaled by slow approaches up long and weary ladders, whose successive rungs are dimly marked by eight hours' movements and by the full round orb of the dockers' tanner.

POINTED PARS.

Craft unions are exceedingly useful in the railway and tramway service—useful to the boss for keeping the workers divided.

Craft unions are everywhere; each one is a reminder of the failure of the craft form of organization and an object lesson to the working class that the time is ripe for the One Big Union.

The One Big Service Union is not a movement dependent upon leaders or needing political geniuses. It is a movement depending on ordinary mortals and needing only the rank and file.

Now is the time to agitate and organise for the One Big Service Union, what can be done to-day should not be left for to-morrow.

The world movement of labor must use both industrial and political action. If it should reject one, it would be like a ship steaming on an ocean without its rudder.

Class rule can only be abolished by the working class deciding for a class war on the industrial and political battlefields.

Under socialism millionaires and paupers will only exist in history books—the few living in luxury and the many in poverty will be an evil dream of the past.

If men must wage war, let them train their guns upon the fortresses upholding ignorance, poverty and crime.

Light a lamp in your work-mate's brain, by telling him of the aim and mission of Socialism.

Profit is the sacrificed product of human working bees to the avarice of human drones.

Flattery is as valuable to the capitalist class as the web is to the spider.

The advocates of conscription are preparing to sell the Australian workers' birthright to the industrial Prussians of Australia.

The industrial bandits of Australia are being aroused to the importance of conscription as a weapon of defence against a militant class, on the battlefield of industry. Watch the attitude of your political representatives towards this conspiracy.

What have the working class done for the world's parasites? What has it done for itself and what answer have the parasites made? Let Rudyard Kipling speak:—

We have fed you all for a thousand years, And you hail us still unfed, Though there's never a dollar of all your wealth But marks the workers dead.

We have yielded our best to give you rest, — And you lie on a crimson wool; For, if blood be the price of all your wealth, Good God, we ha' paid it in full.

There's never a mine blown skyward now, But we're buried alive for you; There's never a wreck drifts shoreward now, But we are its ghastly crew, Go reckon our dead by the forges red.

And the factories where we spin; If blood be the price of your accursed wealth, Good God, we have paid it in—

We have paid it all for a thousand years, For that was our doom, you know, From the days when you chained us in your fields.

To the strike of a week ago, You ha' eaten our lives and our babies and wives, And we're told it's your legal share.

But if blood be the price of your lawful wealth, Good God, we have bought it fair.

It is stated on the best of authority that since the introduction of 6 o'clock closing in S.A. the consumption of beer has increased to the extent of 40,000 per month. The breweries, it seems, are selling beer in two gallon kegs, which are delivered to the homes of the people, and this accounts for the increased consumption. The income for beer duty stamps during April was £1,000 more than it was during the corresponding month of 1915.

HOSPITAL FUND PARS.

(By the Secretary).

I am glad to say that I have just laid over £2100 with the treasurer, and paid away, including the accounts for July, £1,050 for maintenance fees. With five full months run ahead it does not look well for the State the bills roll in, but it is grand to be able to meet them and keep our credit.

From various sources—from the construction branch, through Mr. E. E. Freeman, in particular—I learn that good things are expected from the sale of tickets for the Consumptive Fund. Mr. H. R. Vallantine sent for an extra 50 from White Bay steel works, and Mr. Freeman took another 50. Mr. W. E. Newell, who represents the Fund at 61 Hunter Street, has called up another dozen. Members of the Musical Society's committee are taking a full hand. The society has a very big clientele, and outside the service big houses are assured. We, by laying our nets throughout the industrial centres, ought to make it a record purse for the Consumptive Fund.

My assistant has just launched no less than 100 reminders to stations that have not sent me either lists or money to date. This labor cannot be accomplished without cost. Reminders have to be printed, envelopes have to be found, at prices over 50 per cent. on last year's cost. It would all be unnecessary, if the S.M.s would only give the matter a moment's thought, and root out the hidden lists from the pigeon holes and drawers. I hope that next month will see all lists in and my credits closed, for the current year. The most tiresome and distasteful part of my duties is chasing late list holders.

From the Berrima District Hospital I have an account for a member of the construction branch for 129 days treatment, but at Orange Hospital we have a per. way man an inmate for six months. This is the only benefit fund that can afford to take on more than fifteen weeks risk.

THE LATE MR. J. HICKEY

AN APPRECIATION.

Mr. J. Long, of the "All Grades" executive, contributes the following appreciation of an old comrade and fellow-worker:—

"The sudden death of our esteemed friend and fellow-worker on Wednesday last (26th July), came as a great shock to his host of friends in the tramway service. Mr. Hickey was his usual genial self in the morning and did his shift at the Kings-street signal box, but he took ill suddenly at his home in the afternoon and died, almost immediately. Four years in succession Mr. Hickey was chairman of the Tram Signals branch. He was a staunch "All Grades" man and by his death the Association loses one of its best members. Mr. Hickey held the position of signalman in Kings-street for a great number of years, and was a well-known figure in the City; he was highly respected by the public and the service.

Mr. Hickey had something like 33 years of service to his credit and was about to retire upon his well-earned pension. I have no hesitation in saying that there was not a man in the service that was held in greater respect than dear old "Jim," by his superior officers and his work mates. The members of the Tram Signals branch feel his loss keenly and will find it a hard matter to fill his position as chairman. Nothing was a trouble to him: a kind word for everybody, young or old, was one of his chief attractions. His remaining son and daughter, naturally, were quite prostrated with grief. He gave one fine lad to the Empire—one of the first to enlist—who was killed at the Great Landing on the memorable April 25th. The funeral left Mr. Hickey's late residence in Napier-street, Paddington, at 2.30 p.m. on Friday, 28th July. The Department was represented by Inspectors Wickham, Hickey and Hayden; Sub-inspectors Walsh, Welch, Bastian and Tighe; ticket-inspectors Paulson, Hargreaves and P. J. O'Connor. Starters T. O'Keefe, M. Lyons and J. Ross, and signalmen P. B. O'Connor, Geo. Harris, J. Lower, J. Hamill, M. Kanara, A. Kemp, J. Mooney, J. Hayes, M. H. Russell, also paid their last respects to their old comrade. The Association was represented by executive officers J. L. Long and M. A. O'Donnell.

The funeral was attended by a large number of relatives and private friends and among the wreaths were those from Port Macquarie depot, the Rozelle depot and tram signals.

NOTICE TO CASUAL CONDUCTORS.

It was resolved at last Sunday's meeting of casual conductors to call two special meetings for Tuesday next, at 10 a.m. and 8 p.m., at Bowen's Buildings, first floor. Casual and temporary conductors should make a point of being present, as general grievances, including the minimum wage, will be discussed.

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

Income and Expenditure Account for the Half-Year ended June 30, 1916.

Table with columns for EXPENDITURE and Income, showing various financial entries and totals for the half-year ended June 30, 1916.

Comparison of Balance Sheet, 31st December, 1915, and 30th June, 1916.

Table comparing LIABILITIES and ASSETS for 31/12/15 and 30/6/16, showing increases and decreases in various categories.

SUMMARY.

Summary table showing Net Increase in Assets (241 14 3) and Net Increase in Liabilities (219 6 5), resulting in a Surplus for Half-year of 22 7 10.

Memorandum of Liabilities and Assets.

Detailed memorandum table listing LIABILITIES (General Trust Funds, Sundry Creditors) and ASSETS (Commonwealth Bank of Australia, Cash on Hand, Investments, Furniture and Fittings, etc.) with their respective values.

Having examined the Books and Accounts of The New South Wales Amalgamated Railway and Tramway Service Association at the Head Office for the Half-year ended 30th June, 1916, I hereby certify that the foregoing Balance Sheet and Accompanying Income and Expenditure Account are in accordance therewith, and that they fully and fairly disclose the financial position of the Association as at 30th June, 1916.

CLAUDE THOMPSON, General Secretary.

J. O. HOLT, A.I.A.A., Public Accountant, Sydney, 27th July, 1916.

Advertisement for CHARLES HARRIS DENTIST, ST JAMES CHAMBERS, KING ST, featuring a £50 discount on extractions and a 1/- fee.



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...

THIS PAGE is devoted exclusively to the interests of women. Those who desire advice are invited to write direct to Violetta Boyce...

WOMEN AS 'FOOD DICTATORS'

F. W. Wile, late Berlin correspondent of a London paper writes: Whatever the Imperial German Government thinks as to the necessity of a man 'Food Dictator'...

REST

Rest is not quitting. The busy career. Rest is the fitting 'off' to one's sphere. 'Tis the brook's motion. Clear without strife; Fleeting to ocean, After its life.

FADS AND FASHION

The newest gowns show sleeves of nylon or chiffon. The wave of economy in frocking appears now to have completely broken against the shore of fashion...

WOMEN WORKERS AT WOOLWICH ARSENAL

A correspondent of the London 'Morning Post' calls attention to the outrageous conditions under which the hundreds of women are employed at Woolwich Arsenal on munitions work.

A MONEY-SAVING RECIPE FOR CURING COUGHS AND COLDS.

Here is a recipe which will save everyone who tries it much money and suffering. Nothing is known in the medicine world which affords quicker relief from distressing coughs and sore throats.

BEAUTY OF THE MOUTH

DEPENDS VERY LARGELY UPON THOUGHTS AND EMOTION. The beauty of the mouth depends immensely upon human nature. Thoughts and emotion are the sculptors of the mouth...

KITCHEN LABOR SAVERS

Two measuring cups kept in the kitchen will save rinsing a great many times. Keep one cup for dry ingredients, the other for liquids. Have both the same size.

HABIT OF GRIMACING

The habit of grimacing is greatly to be deplored, for even a beautiful woman can spoil her face by some habitual contortion of the mouth...

A LIVING WAGE

WIVES HAVE TO ASSIST WORKERS. TO BUY SUFFICIENT FOOD. £3 PER WEEK NOT SUFFICIENT. Members of trade unions are discussing the question of a living wage in Adelaide...

CONTENTMENT

Let us learn to be content with what we have; let us get rid of our false estimates; set up all the highest ideals—a quiet home; vines of our own planting; a few books full of inspiration...

SOME CHARITY AND OTHER THINGS

A few weeks ago the following letter appeared in an obscure corner of a great London newspaper. It first came from a small village in Norfolk, had been addressed to the National Committee for Relief in Belgium...

chovy paste, 2d.; arrowroot biscuits (4 packets, at 5d.), 1/8; methylated spirits (1 bottle, 6d.); Old Dutch cleanser, 3d.; vegetables, 2/6; fruit, apples and pears, 6d.; firewood, 1/7; milk account, 1/9; bread, 1/-; insurance, 1/-; suit club, 1/-; papers, 8d.; dripping and meat, 10/-; union contributions, 9d.; lodge and medicine 2/6; rent, 11/-; tobacco, 1/10; two shaves and haircut (latter once a month), 10d.; clothing and boots for self, wife, and one child, 10/-; wear of bedding, sheets, curtains, tea towels, scrub brush, broom, lamp glasses, 3/-; train and tram fares, 2/-; total, £35/3.

Table with 2 columns: Item and Price. Includes Bread, Flour, Tea, Coffee, Sugar, Rice, Jam, Oatmeal, Raisins, Currants, Starch, Blue, Candles, Soap, Potatoes, Kerosene, Butter, Cheese, Eggs, Bacon, Ham.

A bricklayer who is struggling for an existence at the present time condemns the living wage being fixed on such a poverty-stricken basis as it has been in the past. He speaks of the glaring increase in the prices of groceries since 1911, and shows by his bills that mutton and beef increased about 250 per cent.

SIMPLE SURGERY

HOW TO TREAT FRACTURES.

(By Woods Hutchinson, D.D.) Serious mishaps, such as deep gashes or fractures, are, fortunately, not of frequent occurrence. However, when they do occur, although they are usually beyond household skill, still, while waiting for the doctor to come, or when out in the bush where no expert skill is available, there are several simple measures which will help to avert danger.

REMARKABLE ENTHUSIASM AT FOY'S AUGUST FAIR NINETEEN—SIXTEEN.

This year, as ever, Ladies, it is Brimful of Money-Saving Interest. Jolly, good-humoured crowds throng the Aisles and Squares eagerly availing themselves of the MARVELOUS FAIRINGS. Plenty of Salespeople, plenty of Attention.

MEN'S FLANNEL UNDER-SHIRTS. NATURAL FLANNELS, all wool. FAIR PRICE, 6/11, 7/6, 8/6, 8/11. WELSH FLANNELS, all wool. FAIR PRICE, 6/6 and 7/6. CREAM YORKSHIRE FLANNELS, all wool, 7/11. NAVY FIREARM'S FLANNELS, all wool, 8/11. ORKNEY (Mid Grey) FLANNELS, all wool, 8/6. DARK GREY FLANNEL (cotton and wool). FAIR PRICE, 6/6. NATURAL FLANNELS, double-breasted, button on shoulder. FAIR PRICE, 7/11 each. CREAM FLANNELS, double-breasted, button shoulder. FAIR PRICE, 8/11 each. NATURAL FLANNEL UNDER-DRAWERS, FAIR PRICE, 6/11. WELSH FLANNEL UNDER-DRAWERS, FAIR PRICE, 7/6 each.

LISTEN! COME EARLY TO MARK FOY'S FAIR

'THE WAY OF THE ENGLISH' The following is from a letter from a British officer in Belgium: 'A sergeant and a corporal of one of our French-Canadian battalions were carrying out a wounded man overland across the danger zone one night when they had a hot altercation as to who was carrying the heaviest part of the weight—the man with the head or the man with the legs. They became so warm that finally they put the wounded man down, and the sergeant, waiving his rank, they settled the dispute with their fists—the wounded man acting as referee. I imagine—and the corporal licked the sergeant! All this was in the danger zone, with bullets flying about. Then they picked the wounded man up and went on to the dressing station.'

What's fresh? Abel's Bread. Advertisement for Abel's Bread featuring a circular logo with the text 'What's fresh? Abel's Bread'.

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

Ladies! Be Patriotic! Ask your chemist for KRESOLVO. The Antiseptic Disinfectant for all purposes. MADE IN AUSTRALIA. FREE A Sample of Newman's Famous Baking Powder and a dainty Recipe Booklet to all enclosing a penny stamp. Newman Manufacturing Co. Ltd., WATERLOO, SYDNEY.

FREE A Sample of Newman's Famous Baking Powder and a dainty Recipe Booklet to all enclosing a penny stamp. Newman Manufacturing Co. Ltd., WATERLOO, SYDNEY.

WHAT THE ONE BIG SERVICE UNION IS DOING. MORE FACTS THAT SHOUT.

10 SUCCESSFUL CASES IN ONE MONTH 12.

MASTICATE AND DIGEST.

There are people that don't like the Amalgamated Association, the one big service union, and they say that it doesn't do anything for its members and many other nasty things about it.

Well read the following:

The Amalgamated requested the department to pay "dirt money" under the Iron and Ship Building Trades Group No. 1 Board Award, 13/10/15, with the result that instructions were given for one penny per hour to be paid to all fitters employed on old repair work.

HOLIDAYS.

Shunter V. Kurtz, Mudgee, was unable to get any satisfaction from the department relative to his holidays. The Amalgamated requested the department to allow Kurtz to either take out his holidays or pay him for same. Result:—Kurtz obtained all holidays he was entitled to.

AWARD RATES.

J. Watkins, P. Tiele and G. McMahon, assemblers, Alexandria yard, were not being paid the correct award rates. The Amalgamated brought the matter under notice with the result the men received proper payment.

RE-EMPLOYED.

D. J. R. Saunders, Tramway Department, resigned the service owing to a misunderstanding, and was unable to gain re-admission. The Amalgamated brought the matter under the notice of the Staff Board with the result that Saunders was given re-employment.

PAY FOR TIME OFF.

H. North, conductor, Tompe Depot, was unable to secure payment for the time he was off owing to an accident. The Amalgamated took the matter up with the result that North received half pay.

AWARD HOURS.

G. Younger, signalman, North Strathfield, was not being worked the proper hours in accordance with the award. The Amalgamated brought the matter under the notice of the department with the result that directions were given for proper payment to be made.

AWARD RATES.

The Amalgamated requested the department to pay William Heard and William Gerschbach, Penrith, proper award rates whilst working as brick arch builders. Result:—Satisfactory directions were given.

BETTER ACCOMMODATION.

The Amalgamated asked the department to erect more suitable accommodation at the rest house, Tocumwal. Also that a larger table be provided for the convenience of the men. Result:—Directions were given for a more suitable fireplace to be built, and a larger table provided.

BACK TO SERVICE AGAIN.

The Amalgamated asked the department to give W. J. Chambers, late of Ruscutters Bay depot, re-employment. Chambers was put off without reasonable cause. Result:—Re-employment was granted.

A TRANSFER.

The Amalgamated asked the Superintendent of Lines to transfer leading Porter McDougall from Walgett to somewhere near Junees, for domestic reasons. Result:—McDougall was transferred to Cootamundra.

INCREASE OF PAY.

The Amalgamated asked the department to pay Edward Cook, leading laborer, Eveleigh, an increased rate of pay in view of the responsible duties performed. Result:—Cook and other leading laborers were granted an increase to 10s 3d per day.

BACK PAY.

Junior Porter Molloy, was informed by the department that he would be reclassified as gatekeeper, and that a deduction would be made from his pay. The Amalgamated contended that Molloy was a junior porter, and should be paid as such. Upon representations being made to the department Molloy was paid £7 15s 10d back pay.

FULL TIME WHILE OFF.

Henry Farrell, tram driver, Dowling-street depot, was not paid for the time he was off owing to an accident caused through the fuse blowing out. The Amalgamated brought the matter under notice with the result that Farrell was paid full pay for the time he was off duty.

MORE PAY.

The Amalgamated requested the department to pay G. Martin and other spike machinists in the signalling department the rate applicable to "smith's machinists" as they were working hot metal. Result:—Directions were given for the men concerned to be paid 10s 4d per day from 13/10/15, and 10s 8d per day from the date of the variation of the award—16/3/16.

DIRT MONEY AGAIN.

Boilermakers helpers at Honeysuckle Point were not being paid "dirt money" although the mechanics whom they were assisting received "dirt money." The Amalgamated requested the department to pay the men in accordance with the award, with the result "dirt money" was paid.

SIDE DOORS FOR TRAMS.

The Amalgamated brought the matter of fitting "O" class tramway cars with the side doors under the notice of the department, with the result that all cars of this type are to be fitted with side doors. (Tramway drivers please note the above concession was obtained by the Amalgamated after months of agitation; no other union attempted to have this matter brought to a successful issue.)

A LIGHTER POSITION SECURED.

Thomas Leser, laborer, signalling shops, Sydney Yard, was injured through being thrown from a motor lorry carrying departmental material. He was given a lighter position in the signalling department, but owing to the work entailing so much standing, the Amalgamated asked that Leser be given a lighter position. Result:—Directions were given for Leser to be transferred to a lighter position.

NEWCASTLE IMPROVEMENTS.

The Amalgamated bought a number of grievances from Newcastle under the notice of the department, with the result that:—(1) Provision was made for a door as an inlet at Hamilton Loco. booking office for employees to take out and deposit their books; (2) The roof of the Loco. engine shed was in a dilapidated condition, and there was no preventive against wet weather. Approval was given for the necessary repairs to be carried out; (3) The overhead bridge at Hamilton station was in bad order. Direction was given for bolt heads on worn steps to be let down to obviate any risk.

A GOOD INCREASE.

The matter of pay of Ground Traverser Drivers was brought under the notice of the department by the Amalgamated, with the result that the men were paid the rates prescribed in the award of Engine Drivers Group No. 1 Board of 24/3/16, namely 1s 3 3/4 per hour (which means an increase of 1s 2d per day).

Any member that has a grievance should send the particulars to Head Office. All matters are taken up promptly. No member's case is too small to take up.

Join the "All Grades" today—you may want assistance any time—and the Amalgamated is THE ONLY UNION that fights all of the time, for all of its members.

CLAUDE THOMPSON, General Secretary.

THE BAD OLD DAYS

WHEN CHILDREN SLAVED IN FACTORY AND MINE.

(By Charles Tibbitts in "New Days.")

It was morning in the home of Joseph Hendle—morning not heralded by the beams of the sun stealing in at the windows or by the twittering of birds, but by the harsh clanging of a bell—a dim, dismal sound that came fitfully through the outside blackness, thick with damp mist.

It came into the two rooms where the family lay and awoke the woman whose sleep seemed always a restless, feverish, semi-consciousness, and whose first daily duty was to rouse her husband and children to the sorrowful fact that another day was calling them.

"The missis wokes us," related Hendle, telling the history of that morning. "She always did that at the five o'clock bell, and we began to get up. How many was there of us? Seven—me and the missis and the two girls and the youngster. That's the one as you're talking about, Jim—he was nine—in the one room and the two big lads in the other room as served for a kitchen and that. The missis and the darters had dressed, and there was a fire started in the kitchen and a candle alight on the table when I started to dress. I didn't notice Jim. He did not turn up at the breakfast. What did we have? Porridge and bread.

When the missis saw Jim wasn't there, she went to look for him and found him in a corner of the room. He was sleeping, but in his clothes. I give him a clout or two. Why? Because he hadn't taken off his clothes to go to sleep the night before and being, as I thought, lazy."

Hendle had not noticed anything particular about Jim during the breakfast time. He and the others had to hurry over the meal and make the best of it as well as they could. He believed Jim took his cup of porridge and his chunk of bread away to some corner to eat it. Nobody missed him. He was only a child of nine and "small for his age."

OFF TO THE MILL.

The time had come for such of the Hendle family as worked at the cotton mill to set off. The mill was some little distance away. As he was setting out Hendle looked round for Jim. That child had always been late the last week or so? He was now found asleep in a corner, shaken to wakefulness, and handed over to his father. Jim was a "worker" to steady the child, his father took his hand, and the little party of four set off through the darkness and fog to the wondrous mill in which over two hundred workers found life such as Hendle's and a few—the owners—found a mine of gold.

The child's feet seemed leaden that morning. Once or twice he tripped, and would have fallen had it not been for his father's hand holding him up. He dragged.

"Didn't he say anything?" asked one of the searchers out of Hendle's story.

"Nothing. Oh! Yes, once." "What was it he said?" "Oh, father, don't—don't!" But I didn't hit him," added Hendle in explanation to the child's cry.

He took him on his back and so carried him to the mill shaking him up and so seeking to waken him as they came to the gate of the great building. There they parted—the child disappeared to find the man to whom he was "helper" or "tender," and was swallowed up in the hurry and bustle of the place till the time came when Hendle waited for him at the gate to take him home with him—waited, with the darkness and the fog around him, peering with impatient eyes into the light of the yard to catch sight of the little figure scurrying towards him.

But the child did not appear. The man he had been supposed to help came and declared he had not seen him save for an hour or so that morning, and cursed him for a lazybones. But perhaps there was something in Hendle's face—the growing shadow of a terrible fear—that touched him as he looked on it. He stopped his curses and volunteered to go with him to look for the child.

"Anybody seen Jim Hendle?" The question passed around from man to man from woman to woman, to the boys and the girls and children streaming out of the mill. Some hurried on, others stopped to wonder what could have become of the child, and then offered to help in the search for him.

HE'S DEAD.

There came a cry at last from one of the unloading yards. They had found him. Hendle hastened to the spot.

"So you've found him at last?" he cried. "Where is he?"

"Here a-laying on the top of a stack of bags," answered one, and Hendle pressed forward, angrily, with an oath. He was near the spot now breathing threats of what he would do to the boy, when one of the men standing in front of the heap in the corner of the yard, threw out his hands to keep him back.

"No! No!" he cried. "Don't you to lay your hands on him, Joe. He—he's dead."

Through the darkness and the fog Hendle carried the dead child home that night—perhaps thinking of the

hard, beating heart, scampered on its task. The child knew that if it had not reached the next opening in quick time the thing of the whip round in the hand of the man who stood there waiting, would sting it. Self into its flesh.

Such was the story related by Joseph Hendle, "mill hand" in a Lancashire factory, to one of the investigators making inquiry into the condition of children in factories, in 1815, with a view to seeing whether it was time that Parliament should take steps to better it. Jim Hendle's tragedy was only one of hundreds—the victims in many cases being children of even younger years—and the sob of the child sufferer aroused champions. In 1819, an Act was passed on their behalf. It provided that no child should be employed as a worker in a cotton mill unless it had arrived at the age of nine years! At nine it might go to work, but even then no master must impose upon it longer hours of labour than a child of such years might reasonably be expected to endure."

"The tender mercies of the wicked are cruel," says Proverbs. The "tender mercies of Parliament in "the good old times" seldom failed to be so. Parliament decreed that no child of nine or up to sixteen years of age should labour more than twelve hours a day! Also the child worker should be allowed an hour and a half for food which time was not to be reckoned as part of the labor hours. Thirteen hours and a half was the factory child's day six days a week, for there was no rest on Saturday till a partial holiday was decreed by an Act of 1825!

"There are thousands of children whose eyes, during several months of the year, are hardly blessed by the light of day on more than two days a week," declared an indignant speaker in the House of Commons in 1842.

He was speaking of the children of the mines—the children that the mine mouth gaped for before the dawn of day was come, and whom it vomited back to the upper world into the blackness of the night. A visitor to one of the mining districts was astonished by the number of children he discovered on Saturdays and Sundays who never saw daylight at any other time—boys lean of body and of pale, wan features. They reminded him, he declared, of plants growing in subterranean places, and with the pathetic burden of perpetual gloom—with a baffled yearning for light and the air of heaven. They were, he found, the children of darkness—the darkness of the mine. On Mondays they disappeared as if the earth had swallowed them—and it had.

LITTLE SLAVES.

Colliery owners found strong children useful in the mines. Crouching down upon their hands and feet, running on all fours, with a leathern girdle tied round their waists to which was attached a steel chain fixed at the other end to a little cartage filled with coal, the tender agile boy could crawl along, dragging his burden behind him through tunnels too low for any pony to pass through. Through the foul air the little body, tugging, perspiring, with

WHEN YOUR NERVES FAIL YOU USE HEAN'S TONIC NERVE NUTS

The Modern Home Remedy for NERVOUS BREAKDOWN, DYSPEPSIA, MENTAL DEPRESSION, INSOMNIA, HEADACHES, HYSTERIA, RHEUMATISM, NEURALGIA, and other Neuroathenic Conditions.

They are not a mere sedative or stimulant. They are a real blood, nerve and brain builder. They overcome aches and pains by re-establishing healthy nerve tissue. Their regular use has worked wonders for thousands of users. What about yourself?



MR. ERNEST CROSSETTO, who enjoys the unique distinction of being the youngest photo-play producer in the world, writes:— Kensington-road, Kensington, December 12th, 1916.

Mr. G. W. HEAN, Chemist. Dear Sir,—When I was producing Photo-Plays for the Ambrosio Film Co. in Turin (Italy), I was always suffering from nervous breakdown and brain fatigue. It was not until I came to Australia, where I have been producing pictures and appearing for the Traser Films, that I discovered the real cure for my complaint. I can really recommend Hean's Tonic Nerve Nuts to anyone who suffers as I did.—Yours faithfully, ERNEST CROSSETTO.

If you long for healthy nerves, clear brain and physical vitality, to help you win success in life, use Hean's Tonic Nerve Nuts. Besides being so effective, they are economical. A bottle containing sufficient for ten days' treatment costs only 3/6, or six bottles for 17/3, or even do not be put off with any inferior substitute; but send direct to the manufacturer, G. W. HEAN, Chemist, 175 Castlereagh-street, Sydney.

SUNDAY DEBATES

MORE ABOUT SABOTAGE

(Contributed.)

A very largely attended meeting of casual conductors was held on Sunday morning last at Bowen's Buildings, when it was resolved to call two special meetings at 10 a.m. and 8 p.m., on Tuesday, 8th August, in the same place, to consider what action shall be taken in regard to the delay of the Wages Boards, the minimum wage and all casual grievances.

After the meeting of casuals many of them remained behind and took an active part in a discussion on Sabotage. This was the subject discussed on the previous Sunday, and as many speakers could not get time to state their views, it was to reintroduce the subject.

Mr. Kelly, late of the Traffic Association, but now a very active member of the "All-Grades," was voted to the chair.

Mr. Wilson spoke in favor of sabotage, which he said was the only effective weapon the workers had. He gave many and various instances wherein sabotage had been individually practised successfully. He stated that the editors of practically every paper sabotaged the news before submitting it to the public.

Mr. Duffy said that sabotage had been a great success where it had been practised. Employers had, he said, used it successfully and scientifically for hundreds of years, without any complaint from the Tory press. The manufacturer sabotaged every commodity before placing it on the market, but when the workers tried it as a retaliative measure it was declared to be scandalous. The gas company was sabotaging the people of Australia (if the press reports were true) by dumping tar in the sea rather than sell it cheap. Wheat was stacked in many places as high as 30 feet, while the people of Australia were paying abnormal prices for bread and flour. This, too, was a form of sabotage. When capitalism had been overthrown there would be no need for sabotage. Sabotage could not be organised; it would have to be worked individually.

Mr. Harley gave many and various examples of how sabotage could be worked. He quoted an instance in which a boss refused to grant an increase of wages; the workers decided to press only seven coats instead of ten as usual; but one man, who tried to be sweet with the boss, made the pace to such an extent that he did twelve coats per day. After repeated warning from the other employees, he still kept the same pace. Sabotage was then brought into use. One of the slow workers brought with him a packet of sugar and emptied it secretly into the tank of water in which this man had to dip his irons in while pressing. The result was that his work took a decided change, and, instead of doing twelve coats, he was unable to compete with his other mates. The same would-be scab was compelled to slow down in his work to such an extent that he got the sack.

Mr. Burns proved to be a keen critic of such methods. He said that sabotage was an obsolete weapon, and that the man that practised it on the productions of his country was acting detrimental to his own interests. He was not a socialist. There was not sufficient shipping space available to carry away the wheat, and to place it on the Australian market meant financial loss to the wheat agents, who had to gain a living. He did not thoroughly understand sabotage, but he was opposed to the introduction of such methods as those described, in the railways.

Mr. Sinclair followed and supported an every tactics possible to gain redress. Andrew Carnegie, he said, owned the railways, and he held the pawn ticket. The revenue of the railways was sabotaged by the Jews. Strikes would fall without education behind them. Trade unionists scabbed on their mates, trade unions perpetuated a system of scabbery. The master class used sabotage every day. The workers would have to be awakened, as they were being sabotaged every day, and One Big Union was their only hope.

One of the most interesting speeches was that given by Mr. McGuinness, who sought to prove the reality of the class struggle. The first act of any worker should be to find out to which class he belonged. Once he discovered that there was a class struggle, and that there were only two classes that he could belong to, he had learned that he

was in the wrong class. He was not a socialist. There was not sufficient shipping space available to carry away the wheat, and to place it on the Australian market meant financial loss to the wheat agents, who had to gain a living. He did not thoroughly understand sabotage, but he was opposed to the introduction of such methods as those described, in the railways.

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was a class conscious man. The capitalist morals were the morals that were being taught our children. The true working-class morals had yet to be taught our children, and to be studied by the working class. Sabotage had been proved to be an effective weapon by the fact that pulpsters, politicians, and the press opposed it. The present system would be overthrown by the solidarity of the working class. The workers must develop a revolutionary spirit. The time for the overthrow of the present system was always ripe, but the workers were not ripe.

Mr. Thomas strongly opposed sabotage. The fact that the workers in America, where sabotage is strongest, were exploited to a greater extent than anywhere proved its worthlessness. The rules and regulations, in their present form, were framed to protect the boss, and the carrying out of such did not mean sabotage. They were put there for the workers to carry out, and a refusal to do so meant punishment. Sabotage, he contended, was slovenly, inasmuch as that it could be detected immediately.

Mr. Denford was very bitter in his attack on sabotage, which, he said, would not emancipate the workers. He would advocate industrial unionism. As for the master class growing—well, they might be expected to grow. All revolutionary actions of the workers were in the best interests of progress. By advocating sabotage they were reverting to the dark ages. There had to be solidarity among the workers. There were twenty-two unions in the Railway and Tramway Service to-day, which should be replaced by one big organisation. They should go out and propagate the ideals of industrial unionism. The workers must be shown that they are slaves, and that the master class is their enemy. One speaker had said that the workers owned Australia; that speaker should attend these debates every Sunday, and he would soon learn that Australia was owned by the London Jews; and that of every pound, 9/ was interest that had to be sent away.

Many casuals expressed pleasure at being present, and stated that they would be there more frequently in future. Next Sunday Mr. Luke Jones will put the case for the socialist party. Extra seating accommodation will be provided.

IRELAND'S CHANGED OUTLOOK.

THE WAR HAS TRANSFORMED THE OUTLOOK OF THE RURAL IRLISHMAN.

(By Thomas Kelly in "New Days.") You don't get near the soul of Ireland by haranguing from Belfast's Custom House steps the Sunday afternoon mob that assembles there. Neither do you come into contact with it from a platform in Dublin's O'Connell Street—though you may get somewhat nearer it here than in the first instance. For Ireland's mind is in the main rural, her ideals have a firm root in the past as well as an ill-defined goal in the future.

BURYING THE HATCHET. Much as the newspapers of the leaded type and the lurid adjectives may try to magnify the outbursts of the Sinn Feiner, an odd village politician "with a squint in his thinking part," the country is where it should be in the world context of Brute Might v. Human Right. Though Colonel Lynch, M.P., may say that, "Ireland is still too close to the era when England was looked upon as the great enemy, and that spirit had gone into the souls of the people too deeply to be swept away," we must not forget that Ireland has the knack of not taking her politicians nearly so seriously as these gentlemen take themselves. Never before were her people so ready to bury the hatchet, never, perhaps, till this war were they really proud of their Connaught, their Munster, their Dublin Fusiliers. Never, it may be said, has the rural Irishman rediscovered that he was a unit in the great corporation of the British Empire till now.

To our countryman's mind religion stands in a pre-eminent position. And then comes land. In the old days the village orator whenever he wanted to rouse his audience to some sort of enthusiasm harped back to the cry of what their forefathers had suffered in the name of religion. Next he led them on to the chains which landlordism had wound their necks—the chains whose main links have now been severed and forgotten. And forgotten they would remain did it not suit the book of certain leaders to drag them into the arena now and again.

Leave the Dead Past Undisturbed. The war's initial horrors raised a sympathetic echo in the Irish heart, firstly—owing to the wanton desecration of Belgian soil, and secondly, the more wanton and horrible desecration of her religion and her womanhood. Any power opposing such an awful and unprovoked attack on the sanctity of woman and Church would at once have found no feeling favour in Ireland, and so it was that England as the upholder of honour and the castigator of the defiler appeared to Irish eyes in a light hitherto unthought of. And Ruakin.

Mr. Luke Jones, the well-known Socialist, is announced to give an address at Bowen's Buildings on Sunday morning next. Brief brawling Day, with its poor paper crowns tinsel-gilt, is gone; and divine everlasting Night, with her star-diadems and her silences is come! What hast thou done, and how? Happiness, unhappiness; all that was but the wages thou hadst; thou hast spent all that, in sustaining thyself hitherto, not a coin of it remains with thee; and now thy work, where is thy work? Swift, out with it; let us see thy work!—Thos. Carlyle.

GERMAN CONCEPTION OF THE STATE

The State in Germany was not the aggregate of the people. It was a thing apart with claims that were supreme. The conception of the State was not that it constituted the whole of the people voluntarily subordinating individual interests for the good of the whole, but rather that it was something detached from the people, independent of them, graciously protecting them, and benevolently ordering them for their goal.—Mr. P. Board.

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APPEALS BOARD.

RAILWAYS ACT, No. 30, 1912, RELATING TO APPEALS, EPITOMISED.
 Sec. 31.—(1) Members, Secretary to C.C.—Chief Accountant—C.M.E.—Engineer-in-Chief—Chief Traffic Manager—and (2) Employers' Representative (Mr. E. D. Campbell), elected by ballot for three years. 88.—(1) Three members form quorum. (2) Decisions by majority vote. Chairman having second casting vote. 89.—No member to hear appeal when appellant belongs to branch of the Service of which he is head. 90.—Sec. to C.C. convenes meetings of Board, and keeps record of proceedings. 91.—Appeals must be lodged within 7 days, and heard within 29 days of being lodged. 92.—(1) Board may administer oath to witnesses. (2) Appellant entitled to have witnesses examined on oath, and to be represented by barrister, solicitor, or agent, who may examine witnesses and address the Board. (3) Board may decide any appeal as they think fit, and so order. 93.—(1) Decision of Board final, except punishment involves dismissal, or reduction in rank position, grade, or pay, when appellant may within 7 days appeal therefrom to Commissioners. (2) Thereupon C.C. and one Assistant Commissioner together hear and confirm or modify appeal, such being final. Appellant has same rights on appeal to C.C. as before (set out in Sec. 92 (1), (2), (3)).

Before Messrs. Hodgson, Spurway and Campbell, on July 11th.

CASH FARE IRREGULARITY.
 E. R. WITHERS, casual conductor \$8 9d per day, was dismissed on 9.6.16 on two charges of cash fare irregularity; he pleaded not guilty. After hearing evidence the Board dismissed the appeal.

WANT OF CARE.
 G. MAYES, conductor, Ruschutters Bay, 9s per day, had his certificate as driver cancelled on 29.5.16 for not exercising care and judgment, and allowing a rear collision to take place on the Watson's Bay line. The appellant admitted the facts, but pleaded that the car skidded owing to the greasy rails. The appeal was dismissed.

Before Messrs. Spurway, Kendall and Campbell, on July 12th.

FAILING TO APPLY HAND BRAKES.

C. R. LEWIS, guard, Sydney, 11s per day, was, on 18.5.16, fined 11s for failing to see that sufficient hand brake were applied to vehicles on No. 480 up Illawarra coal train at Redfern tunnel, Darling Harbor branch line, on 29.1.16. The appellant pleaded not guilty and after hearing lengthy evidence the Board decided to uphold the appeal on the ground that there was a doubt about appellant's responsibility in the matter.

ALTERING POINTS.
 R. WHITE, 6th class S.M., Hill Top, £200 and quarters, was fined 12s 9d on 25.5.16, on a charge of having altered the position of loop points, while an engine was crossing, without having received a signal from the enginemen. The appellant pleaded guilty and the Board in the circumstances, decided to substitute a reprimand.

NEGLECTING TO EXERCISE CARE.

F. E. GROUCHER, 2nd class shunter, 9s 6d per day, Cowra, was fined 9s 6d for neglecting to exercise care with the result that level crossing gates were run through and damaged. The appellant pleaded not guilty and after hearing evidence the Board dismissed the appeal. Mr. Campbell dissented, considering that a lighter penalty would meet the case.

WANT OF CARE.

A. A. WHIPPS, 2nd class shunter, 9s 6d per day, was fined 9s 6d on 24.5.16, for failing to exercise proper care during shunting operations. The appellant pleaded guilty. The appeal was dismissed.

REVERSING POINTS UNDER ENGINE.

H. WAUHOP, 2nd class signaller, Sydney, 12s per day, was fined 6s on 25.5.16 for reversing points under an engine and causing derailment. The appellant pleaded guilty and the Board substituted a fine.

Before Messrs. Lucy, Spurway and Campbell, on July 14th.

WANT OF CARE.

W. F. L. KEEBLE, conductor, Ruschutters Bay, 9s per day, was fined 9s on 18.5.16, for want of care whereby a tram collided with a motor lorry near Fernley stop. The appellant pleaded not guilty and was defended by Mr. R. Corish, of the Amalgamated Association.

F. Milne, motor driver, said that on 28.3.16, he was going up the hill and seeing the tram coming down, he crossed over to the other side of the line. The tram was coming to Sydney. Witness had to cross the tram line for a vehicle to pass. The tram was about 30 yards away when he fouled the line. He thought the driver could stop his tram, but saw that the tram could not stop when it was 20 feet away. Witness threw his clutch out of gear and held up his hand.

In reply to Mr. Corish witness said that he was on his right side but crossed over to let another motor pass and he crossed on to the wrong side. He crossed the line at an oblique angle. His gear was all right. He was learning to drive and the driver was with him on the car. He expected the tram to stop. The grade was steep about one in 13½. The driver (Munro) told him to cross the line. The tram was on a down grade. He would not say that it was the tram driver's fault that he hit the car.

To Mr. Campbell: Had he seen the danger he would have stopped his car, because he knew the tram could not get out of his way.

Captain E. Little said that he was on the tram and saw a lorry crossing the line. The lorry driver and the tram driver saw each other at the same time. Witness felt the brakes go on and tram ease up. Just then the motor came to a stand

particulars available concerning accident to a passenger by No. 154 Up Passenger train, 3.5.16.
 C. J. R. WANT, porter, carriage cleaning sheds, Sydney, 8s 9d per day was fined 10s on 29.5.16 in connection with the same offence.

Appellants pleaded not guilty. Want was defended by Mr. Corish, of the "All Grades" Association.

The Board reduced the fine to a caution in both cases.

Before Messrs. Spurway, Bourke, and Campbell, on July 19th.

FALSE STATEMENTS.

DICK HODDER, painter, assistant, Randwick, 9s per day, was dismissed on 15.6.16, for making false statements in connection with an application for employment as Wagon builder at Clyde while already employed as printer's assistant at Randwick.

The appellant pleaded guilty and asked for leniency. The appeal was dismissed, but the appellant, who submitted that financial difficulties had caused him to do as he had done was told that he could appeal to the Chief Commissioner.

UNSATISFACTORY PERFORMANCE OF DUTIES.

MATTHEW J. HORGAN, fitter, Waverley car shed, 13s per day, was dismissed on 12.6.16, for unsatisfactory performance of duties.

The appellant pleaded not guilty. After hearing evidence of a lengthy character the Board decided to give the appellant another chance and restore him to his position as a fitter, with loss of pay while out of the service.

LEAVING A "DEAD" ENGINE.

R. HARVEY, driver, Nyngan, 15s per day, was dismissed on 9.6.16, for leaving his engine and allowing it to proceed without him; failing to report derailment; making false statements in connection therewith; in all four charges. Acting firman S. J. Lemon, 9s per day, was dismissed on similar charges.

H. G. WILLIAMS, acting driver, Nyngan, 12s per day, was dismissed on 10.6.16, for leaving his engine unprotected, and J. S. Murden, fitter, Nyngan, 13s per day, was fined 26s on 9.6.16 for concealing facts in connection with the case.

Harvey pleaded guilty to some charges and not guilty to others, similarly Lemon. The other appellants pleaded not guilty.

After hearing evidence the Board decided to restore Harvey, Williams and Lemon to their positions. In Murden's case the appeal was dismissed.

Before Messrs. Lucy, Spurway and Campbell, on July 21st.

MANY IRREGULARITIES.

G. H. ALLEN, leading porter, Orange, 9s per day, was dismissed on 14.6.16, on half a dozen charges, involving neglect and irregularities. The appellant pleaded not guilty and the Board, after hearing his explanation, and in view of his good history, decided to restore him to the service as a porter, with loss of pay while out of the service.

NEGLECT OF DUTY.

C. H. CLIFT, 7th class clerk, Dubbo, £140 per year, was dismissed on 16.6.16 upon five charges of neglect of duty.

The appellant, who pleaded guilty to some of the charges and not guilty to others, was defended by Mr. Corish, of the "All Grades."

The appeal was dismissed. Mr. Campbell dissented, considering that appellant might be given another chance as porter.

FAILING TO SAFEGUARD CASH.

H. A. ELBOURNE, porter, Bathurst, 8s 9d per day, was dismissed on 8.6.16, for having failed to safeguard cash in his charge, resulting in £50 5s 5d being stolen.

There being no appearance of the appellant the case was struck out.

ABSENT WITHOUT LEAVE.

J. SULLIVAN, temporary porter, Metrop. district, 8s 9d per day, was fined 8s 9d on 25.5.16, for being absent from duty without leave.

The appeal was dismissed.

Before Messrs. Spurway, Kendall, and Campbell, on July 24th.

FAILING TO CHECK JOURNAL.

W. ELDRIDGE, casual conductor, Waverley, 8s 9d per day, was dismissed on 28.6.16 for failing to get his journal checked and for using bad language to the examiner.

The appellant pleaded guilty and asked for leniency. The Board decided that, in view of appellant's good history, he should have another chance and restored him to his position, with loss of pay while out.

MISSING FARES AND LANGUAGE.

W. A. MITCHELL, casual conductor, Ruschutters Bay, 8s 9d per day, was dismissed on 21.6.16, for missing fares and speaking in an improper manner to examiner.

The appellant pleaded guilty to charge one, and admitted charge two, with modifications.

The appeal was dismissed. Mr. Campbell considered that appellant should be given another chance.

Owing to the scarcity of paper the London papers are reduced in size and the charges for advertisements have taken excited leaps upward.

THE AMALGAMATED SCORES AT THE APPEALS BOARD

10 WINS IN A MONTH

APPEALS BOARD CASES A SPECIALTY.

During the last month the Amalgamated Association representatives won more than half of the appeal cases placed in their hands. This is good business. Service men want a union that will help them through their difficulties. The "All Grades" fills the bill; its officials are experts on appeal matters. The proof of the pudding is in the eating of it. The appellants hereunder mentioned have tasted it and if you ask them what it is like they will tell you that it is good. Why not try it for yourself?

A. H. Bamford, Guard, Orange, lost pay while under suspension and was reduced to second class shunter indefinitely, for failing to properly secure a train during shunting operations. Appellant was represented by the Amalgamated, with the result that he was restored to his former position of guard from 2nd July, 1916.

George Roffey, watchman, Darling Harbour, was dismissed the service for being absent without leave. He was represented at the Appeals Board by the Amalgamated, with the result that he was reinstated in the service.

J. B. Blumenthal, porter, Sydney, was dismissed the service for irregularly dealing with a number of tickets. He was defended by the Amalgamated, with the result that he was restored to the service in his previous position on 1st July.

Joseph Wilton, engine turner, Penrith, was reduced from the position of engine turner at 11s per day, to shed laborer at 8s 9d per day, for leaving an engine after giving steam. Appellant was represented at the Appeals Board by the Amalgamated, with the result that he was reinstated in his former position from the day after the appeal was heard.

Walter Sargent, Bowral, was fined one day's pay for incorrectly setting points. The appellant was defended by the Amalgamated, with the result that the fine was remitted and a caution substituted.

W. J. Paskins, temporary porter, Granville, was dismissed the service for failing to satisfactorily explain the presence of a number of tickets which were found not cancelled in a drawer in the barrier box, and other tickets found in pieces in the waste paper basket. The appellant was represented at the Appeals Board by the Amalgamated, with the result he was reinstated to the service the day after the appeal was heard.

Thomas Berkley, temporary porter, Granville, was dismissed the service for failing to satisfactorily explain the presence of a number of tickets found torn in pieces in a waste paper basket, and neglecting to make out excess fare receipt in duplicate. The appellant was defended by the Amalgamated, with the result he was restored to his former position the day after the appeal was heard.

W. Keeble, acting driver, Ruschutters Bay depot, was fined 9s for alleged want of care, whereby a tram collided with a motor lorry. The appeal was upheld absolutely. (It might be stated in this case that a hard fight was put up by Mr. Corish; the department had a number of outside witnesses, but after exhaustive cross-examination of the witnesses the case for the department absolutely broke down.)

Samuel James Lemon, acting fireman, Orange, was dismissed the service for leaving a dead engine unprotected and proceeding to Boppy Mountain on a triecyle with a driver who had been left behind, and failing to report the matter. The appellant was defended by the Amalgamated, with the result he was restored to the service he following day.

A. E. Byrne, driver, Newtown Tram depot, lost pay during investigation of his case (4 days) for failing to carry out the directions of the shed foreman. The appellant was represented by the Amalgamated, with the result that the punishment was reduced to loss of two days pay, instead of four days pay.

P.L.L. NOTES

The Executive had decided that, subject to satisfactory assurance being received by the Government from Messrs. Wade and Beely, members of Parliament no active service will be opposed in their constituencies at the next general elections.

Mr. J. P. Osborne, M.L.A., has been—subject to everything being in order—endorsed for Paddington, and his name placed upon the list of selected Labor candidates.

The Executive held two meetings last week (on Thursday and Friday).

The following new branches have been endorsed: Ardethan, Hay, Gleniffer and Bombala. The new unions endorsed were: The Fed. Ironworkers, Lithgow, and the miscellaneous Workers.

The Executive has decided to take steps to effectively organize the Labor women of the State and Messrs. Lambert, Bodkin, Laxarini, McKell and O'Grady have been appointed a committee to go fully into the matter and report to the Executive.

Candidates for certain seats are to be summoned to a conference with the idea of appointing such candidates as organisers in the electorate for which they have been selected.

All women organisers must be endorsed by the Executive before being appointed.

The business of private individuals must reach the Executive through the channel of the local league.

Last week nominations were dealt with as follows: Belmore, Messrs. Burke, Cahill, Millard and Minahan were endorsed and ordered to selection ballot; Cootamundra, Hon. W. A. Holman, M.L.A., subject to being in order—was endorsed; Gough, Messrs. Butt, Cunningham, Hagan, and Thompson were endorsed and ordered to selection ballot; Monaro, Messrs. Hungerford and Millar, were endorsed and ordered to selection ballot; Murrumbidgee, Namoi, Parkramatta, St. Leonard's and Singleton, were held over pending report by the Disputes Committee.

The Executive has resolved that application be made for purpose of holding an anti-conscription meeting in the Domain on Sunday, the 13th August and Messrs. O'Brien, Willis, Mutch, Adler and Guhen were appointed a committee, to make the necessary arrangements.

A report of a meeting of the East Woollahra League is unavoidably crowded out. A resolution was carried requesting the Executive to call a meeting of the Metropolitan branches to consider a set of resolutions relative to the delay in granting Home Rule to Ireland.

IN PARLIAMENT.

RAILWAY BLACKSMITHS.

In the Legislative Assembly last week Mr. Lang (Granville), said: "I would ask the Minister for Railways if he is aware that a large number of blacksmiths in the signalling branch of the Railway Department, employed at the Sydney yards, have been asked to stand down because of there being no work for them, and that the remainder of the blacksmiths are working reduced time? Are these the only railway servants whose time has been reduced; and has that been caused by reason of large importations of signalling material which should be manufactured in this country? Is the Minister aware that there is a large amount of smith's work in the other Eveleigh shops, and will he endeavour to get portion of that work transferred to the signalling branch in order to give these men employment? If not, will he give the iron trades staff which has been reduced, a portion of the work at those shops?"

Mr. HOYLE: In reply to the hon. member, I may say that a deputation waited upon me a few days ago in regard to this matter, and the complaint was principally from the cross-ing-makers. The Railway Department has been carrying on a great deal of duplication work, of which the greater part is now finished; and if the services of any men have been dispensed with it would probably be in consequence of that. I have the whole matter now before the Railway Commissioners, however, and the moment I have their reply I will give the hon. member all the information I can.

ENGINE-DRIVERS, FIREMEN, AND CLEANERS.

Mr. JAMES asked the Colonial Treasurer.—The number of punishments under heading of suspensions, and amount of money lost in wages by employees, number of disratals and amount involved in same, number of fines and punishments such as caution, reprimand, and severely spoken to, that have occurred to drivers, firemen, and cleaners of Goulburn during last six months?

Answer.—I am informed: Disratals, 4; amount lost in wages, £42; Suspensions, 7; amount lost in wages, £16 5s 6d. Fines, 53; amount lost in wages, £24 3s 2d. Cautions, 52; reprimands, 29; severely spoken to, 268.

TRAM FARES.

Mr. HAYNES: I wish to ask the Acting Treasurer, seeing that the revenue is now in a very healthy and prosperous state, according to his recent statement, if he can see his way now to reduce Sunday tram fares to their previous level, and also to remove the shockingly unjust embargo placed upon certain tramway sections in the metropolis of fares being increased by half, while on the North Sydney side, the ordinary charge is still made? I did not press this matter some time back, but now, in view of the healthy condition of the State's revenue, I should like to know if the Minister can see his way clear to reduce the fares as I have suggested?

Mr. J. H. CANN: The question is under consideration.

OUT-OF-DOOR WORK FOR WOMEN

Writes the S.M. Herald's female correspondent, from London: The great topic of conversation is the increased price of provisions, and how to contrive your menus at the least possible cost, combined with daintiness and change of food. Servants are more and more difficult to get. I am personally lucky in this respect, but most of my friends are leading uncomfortable lives. All the young girls are striving for out-of-door jobs—bus conductors, drivers of vans, deliverer of goods. Many of them bring the milk, and go out with the carts from the big shops to deliver goods and collect money for parcels. The bus conductors find their work heavy as they stand all the time and run up and down the narrow ladders. Few of them work more than three days a week. But on the buses you find a most varied assortment of conductors. One girl I often travel with was training for a nurse in one of the big hospitals. I have often watched her lift the children down very tenderly, and getting into conversation with her I learned her story. Some of them were domestic servants, or dressmakers' apprentices—all keen on getting into the air. I must say many of them, despite the hard work, look all the better for being out-of-doors. The great cry now is the need of women on the land. Crops will have to be gathered, fruit picked and preserved, vegetables got up, and many more needs catered for. It is more than difficult suddenly to change the whole outlook of young unmarried girls. But war has done that amongst many other things. Women gardeners have been talked of, and the sudden depletion of farm labourers for plough work and all the larger matters of workmanlike farming is serious. Much of this work is beyond the strength of gently nurtured girls. The farmer class of women are a

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"COMPEL THEM TO COME IN"

"If," says the secretary of a Canadian branch union, "our Executive should offer £100 for every new member taken into our branch it would merely be an inducement to go out and 'hold up' a bunch of 'has-beens' or won't bes and compel them to join us by force of arms. (We have found force of argument is for naught.) And then we would have to place them under guard, manacled and retained by ball-and-chain. We have had some of them before, and know them. They come in under some inducement, and then—a mere shadow of pretext is all they seek to get out again, out of our union—out of the ranks of advancement, freedom and ideals. We have here about 160 of them who work at our craft, take advantage of everything gained by our hard fought battles, profit by our continual agitation for safety and sanitary laws, and all the good laws that labor unions alone strive so hard for. They benefit by laws that protect their homes, their children, and their health, and give to them the little comfort and happiness they enjoy. But they save money; yes, they pay no union dues and lay out no good money that might benefit the unfortunate. All this they save (so they say). But when that great judgment day comes, they will have one 'helufatime' trying to save their measly souls—believe me, brothers.

RAILWAY MEN TO AID THEIR COUNTRY

IN EVENT OF WAR THREATENED STRIKE WILL BE POSTPONED.

All talk of a railroad strike in America has now ceased (says the New York "Observer"), and the 450,000 trainmen who threatened to quit work this summer will help the nation at once in the event of war with Mexico.

H. A. Enoch, secretary of the Brotherhood of Railroad Trainmen of the Pennsylvania lines east of Pittsburgh, in a statement issued Wednesday, said:—

"We are for the country first of all. If it comes to an issue the men will postpone their grievances and turn in for the good of the nation."

Enoch declared the American trainmen had a precedent to follow, as the Canadian brotherhoods refused to enter into strike controversies because their country was at war and a tie up of the roads might interfere with mobilization.

Mr. Luke Jones, the well-known Socialist, is announced to give an address at Bowen's Buildings on Sunday morning next.

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