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WITH WHICH IS INCORPORATED "THE RAILWAY AND TRAMWAY REVIEW."

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

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CREDIT FOR ALL

THE STRIKE OF THE COAL MINERS.

Both Sides Out for Keeps.

SIDE LIGHTS ON THE STRUGGLE.

Supplies of coal are running out and many firms are on the verge of closing down.

Stated by the mine owners that some of the men earn up to 27/- per day. Some lucky ones may do so, when they happen to caviil good places. But the Bulli men stopped work a few weeks ago because the management refused to pay the minimum rate, 11/- per day.

The agreement which came into operation last January was accepted by the men when Mr. Justice Higgins stated that its acceptance need not prevent the men from proceeding with their claims for the reduction of working hours.

The owners put forward the fiction that it would be more profitable to close down than to grant the requests of the miners. In New Zealand and Victoria the conditions now claimed by the miners in New South Wales are observed and the owners have not suggested closing down.

The mine owners state that the bank to bank demand means, in some cases, a six and a half hour day of actual work. They also state that wheelers on contract are receiving 14/- and 15/- per day and miners on contract up to 27/6 per day. If the men are earning such good wages under present conditions how is it that they are striking to earn less? It is obvious that if a man on contract can earn 27/6 in eight hours he would earn less in six and a half hours. We have yet to hear of men striking to enable themselves to earn less money.

"The proprietors have made concession after concession in order to keep the miners at work and thus avoid any stoppage to transports, munition making, and other undertakings necessary to the prosecution of the war, as well as to the general industry of the country." The mines are, of course, operated purely for patriotic and philanthropic purposes and not for profit. We should smile!

state that in low places in some of the collieries the room is so cramped that men are compelled to work on their knees all day." Who will have the impudence to say that six and a half or seven hours at the face is not long enough for a man under such conditions?

No firm or householder could buy an ounce of coal in Melbourne on Saturday last.

The Australian Navy Department is determined that no warship or transport shall be held up for lack of coal. This means that the Department will have first claim on existing stocks.

The mine owners, or some of them, are weeping crocodile tears because the strike is likely "to cause misery to thousands of unoffending people." The affection for unoffending people displayed by the mine owners is about as genuine as the love displayed by the wolf for the lamb.

A "colliery owner," writing to the "D.T.," says: "There are many thousands of tons of coal spread about the different mines very easily got, and quite sufficient to carry the wheels round from now to Christmas."

Commissioner, who, after hearing their case, promised that they should be re-employed if work was available for them.

Some of the Northern lodges approve of the coal stacked at various collieries being supplied for transports only. Other lodges disapprove of the suggestion. The Colliery Employees' Federation officials expressed the opinion that the coal would be filled.

A large number of men have been paid off at the Walsh Island Government workshops owing to shortage of coal. On Saturday last it was estimated that there were upwards of 20,000 men and boys idle in the Newcastle district.

At Wollongong over 500 men engaged at the coke works have been discharged.

to Mr. Holman it is impossible for the State Government to take other than subsidiary action.

Many of the tram services have been cut down as the result of the strike, and the ferry services have been curtailed.

The Commissioners have revised many of the train services in order to economise coal.

On Friday last the Broken Hill Proprietary Company closed down their Newcastle steel works and paid off 800 odd men.

S. Bird, president of the Illawarra branch of A.C. and S.E. Federation, says that the trouble would never have occurred if Labor Representatives in Parliament had done their duty.

A big meeting in the Domain on Sunday decided to support the miners in their efforts to secure an eight hour day.

A number of men were put off at the loco. shops, Eveleigh, last week end, and more have been put off since.

The miners are urging the State Government to pass a short act embodying the principle of eight hours from bank to bank, for all mine employees. This is exactly what the Government should do and would do if it had the interests of the community at heart.

THIS IS THE WATCH THAT YOU CAN STAKE YOUR LIFE ON.

"THE GANGER" (Regd.)
Late Railway Lever.

20/- post free.

R. B. ORCHARD Ltd.,
The Watchman, Orchard's Corner,
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"THE GANGER" Solid Nickel Watch guaranteed to wear white throughout, with screw cases that are practically dust and dirt proof. The movement is a lever (equal to any £2 silver watch) with non-magnetic hairspring and lever. We guarantee the watch 20 years, keep it in order, breakages excepted, 2 years.

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Double Bedsteads, complete, £4/5/- up.
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Bedroom Suits, £7/10/-, Ditto, in Oak or Maple, £12/10/- to £40.
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Sideboards, with Large bevelled mirror, £3.
Sofas, in Oak and Maple Overmantels, from £2/10/-.
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Occasional Tables, Whatnots, Cabinets, Music Cabinets, Carpets, Floorcloths, and all Kitchens were equally cheap.

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JHANSEN'S Junket TABLETS

For INDIGESTION & DYSPEPSIA. One of these specially-prepared Tablets will most beneficially when taken daily after meals.

THE EIGHT-HOUR DAY.

The short-hour worker has sufficient physical and mental strength after the day's work is done to have ambition and energy to be something more than part of the machinery of production.

Decreasing the hours of work increases the proportion of time that can be given to recuperation and self-development, and all of the other activities of a normal human being. As a result, the short-hour workmen become more competent and productive, and their wages and standards become higher. Higher wages give them the economic means for taking advantage of the increased opportunities possible through greater leisure.

The standards of living of those that work short hours are raised; their social intercourse takes on a different character; their tastes, desires, aspirations and needs become greater.

The short-hour worker becomes a better citizen, a better man or woman, more capable of higher and better living.

On the industrial side, from the employer's viewpoint, it has been proved over and over again that the shorter workday is a decided advantage.

The short hour workers become better and more efficient workers; their output is increased in quantity, as well as quality. Employees who have given the eight-hour day more than a mere passing experiment aver they would not return to the regime of a longer workday. —Samuel Gompers.

On Monday the "Sun" and even after. But the one stumbling block is that the Railway Commissioners are frightened of trouble amongst their own staff should they haul this coal. How different the handling of the railways to-day from that took place in Mr. Johnson's time."

Writes J. H. Catts, M.H.R.: "The Prime Minister points to the coal miners as wreckers of Australia because of their strike for a working day of eight hours from bank to bank; yet in the last great upheaval amongst the miners, when Mr. Peter Bowling earned fame as a 'leg-iron' martyr, Mr. Hughes was director-in-chief of the miners' fight."

When one of the North Coast steamers landed 195 tons of coal into trucks at Byron Bay it was immediately commandeered by the Railway Department.

The miners' lodges may endeavor to tie up coal in store and at grass by declaring all coal black. If the other unions agree to this embargo there will be a difficulty in getting the coal handled at all.

If the strike continues there is a danger that Sydney may be left in darkness, as a short supply of coal is in sight.

The dispute is now of inter-State magnitude and is therefore out of the hands of the State Court, and, accord-

When the railway men of America decided to strike for an eight-hour day, President Woodrow Wilson recommended Congress to pass a measure compelling the companies to grant the concession and Congress did so. "In order to safeguard the life and interests of the nation," Wilson's speech to Congress on the subject appears in another page of this paper. Why cannot the National Government of Australia take a leaf out of Wilson's book and do likewise?

The mine owners objected to reporters being admitted to the conference last week. The miners representative desired them to be present so that a full report of the proceedings could be published. So says Mr. Bird.

The miners blame the Holman Government for allowing the Upper House to mutilate the Eight-hour Act in such a way as to render it useless to them.

About forty steamers are laid up in Sydney, being unable to proceed for want of coal supplies.

Several members of the Amalgamated Railway and Tramway Service Association that were working at Emu Plains declined to handle coal which they believed had been "black." They were suspended. On Friday, accompanied by the general secretary of the Association, these men interviewed the Deputy Chief

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A Surprise for Both.

"REX" Luncheon Cheese

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Give it to your guests on Biscuits or in Sandwiches. It is the cheese that beats the Dutch.

Always piquant and fresh. Sold by grocers everywhere.

Ask for "REX" Luncheon Cheese, and avoid substitutes.

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"REX" Pork Sausages, 1lb. tins,
"REX" Pork and Beans, 1lb. tins,
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"REX" Brand Lard, for cooking purposes in lb. prints.

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"REX" Pork Brown, 1lb. tin,
"REX" Pig's Feet in Jelly, 1lb. tin,
"REX" Sheep Tongue in Jelly, 1lb. tin,
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five-sixths of it in New South Wales, which means that she requires about 34,000 tons a day to keep the wheels revolving. The internal consumption is about 9,000,000 tons per annum, and about 1,100,000 tons are required for shipping bunkers, apart from export.

Mr. Stuart Robertson blames Holman for the present crisis. He says that twenty years ago the miners made a demand for eight hours from bank to bank, and at that time Holman supported the demand. Although he had been six years in office he had made no genuine effort to put the system into operation.

The result of the coal crisis is that Tasmanian communication with the mainland is almost cut off, as steamship services have been cut down to two trips a week from Melbourne to Launceston. There is complete isolation on the north-west coast, which is a serious thing for farmers,



TURF NOTES.

Black Nut was unlucky in not winning the Carlton Mile at Moorefield. The Blackstone gelding was badly served at the start, and afterwards met with interference. He did extra well to run third.

Winners at Walsend on Saturday were McAlister, New Brew, King Hampton, Duke Alwyne, Mysoli, and Mandowa.

St. Spasa, who ran third in the Melbourne Cup, occupied in the last position at one time in the race.

"Hard heads" reckoned that Lingle would not have run the Melbourne Cup distance out, on account of his light preparation, but Sydney proved effecting a surprise by finishing fourth.

Margarita caused a deal of trouble at the post in the Flying Handicap at Moorefield, and was ordered to the outside. The pony, however, was one of the first away, but failed to show old form.

Bonnie Chance and rider, Doble, were engaged in a tug of war contest during the running of the Kogarah Stakes at Moorefield. Doble won.

Bachelor's Perse, who acted as runner-up to Quinolozist in the Waverley Handicap at Randwick recently, won the Queensland Cup on Saturday. He was ridden by the Sydney jockey, Bracken, who also won the Welter Handicap at Luder Queen.

There did not appear to be extra much interest taken over the Melbourne Cup at Moorefield on Saturday, and the news of Sasanoff's win was received with as much interest as if the result were a hack race at Bung Flat had been posted up.

Firm appeared to meet with interference when running well after passing the half-mile pole in the Moorefield Handicap, and the Grafton mare dropped back fully half a dozen lengths.

A trotting meeting will be held at Victoria Park today.

Krithia drew No. 23 post position in the Maiden Handicap at Moorefield, but the En Gardo filly was smart enough to beat the leaders after going about 100 yards.

Princess Path's easy win at Moorefield would make it appear as if the 14.2 pony, Lady Bayard, is something out of the ordinary. It has won a week previous Lady Bayard scored, while Princess Path filled third place.

Melbourne bookmakers have always been considered much gamblers, but in regard to offering prices, but it looks as if the new betting tax has been responsible for their pulling in their horns. The betting figures over the Melbourne Cup bear a somewhat stoney appearance, and our books at Moorefield on Saturday were easily as liberal in their odds as the Victorian brigade. The prices on offer at Moorefield were as follows: 5 to 1 Shepherd King and Quinolozist, 7 to 1 Wolairi, 10 to 1 Sasanoff, 12 to 1 Wallace Isinglass, 14 to 1 Prince Bardolph, 16 to 1 Torbane and Lingle, 20 to 1 Bee, 25 to 1 Amata, Eastcourt, and Greendrop, 33 to 1 each Ardes, The Christian Brother, Carlita, Honourous and Stagelard, 50 to 1 each Rathfarum, Orilla, Juan Fernandez, Lucky Escape, St. Spasa, Wallallo and Marcureff, 75 to 1 Agathon, 100 to 1 Sunbury and Bridges. In Melbourne the starting prices were: 4 to 1 v Shepherd King, 5 to 1 Quinolozist, 8 to 1 Wolairi, 12 to 1 Sasanoff, Wallace Isinglass, or Prince Bardolph, 20 to 1 Amata, Eastcourt, Lingle or Torbane, 25 to 1 Carlita or Bee, 33 to 1 Honourous, 50 to 1 St. Spasa, The Christian Brother, Green Cap, or Rathfarum, 100 to 200 to 1 others.

Wolairi did well in the Melbourne Cup by running fifth after meeting with bad luck during the race.

Personal Direction: R. BAKER. West Saturday Night at 8.30 p.m. Great International Middleweight Contest: ART MAGILL v. (AUSTRALIA). Doors open 7 o'clock. First bout 7.15. First Preliminary 8.15. King v. Jack Wheeler. Second Preliminary 8.5. Jim Sullivan v. Hughie Dryer. MAIN EVENT 8.30 sharp. PRICES: 10/- (Res.), 5/-, 3/-, and 2/-.

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The placed horses in the November Nursery at Flemington on Saturday were Sydney youngsters. Pleasure Moments, who was trained at Victoria Park prior to leaving for Melbourne, scored nicely from Modesto, with Brolly third.

MOOREFIELD.

PRINCESS PATH OUTCLASSES

JUVENILE OPPOSITION.

OUTSIDERS WIN THE DOUBLE.

WINNERS, S.P. RIDERS.

KRITHIA—2 to 1 (SHANNAHAN). PRINCESS PATH—4 to 1 (LILLYMAN). VIBURNUM—5 to 1 (SIMPSON). BLAZING HOT—5 to 1 (HORNER). KENVERNE—10 to 1 (WALKER). TARPAN—14 to 1 (WALKER).

Despite the counter attraction at Victoria Park there was an excellent attendance at Moorefield on Saturday.

A big field went out in the Maiden Handicap, and Krithia opened favorite.

Krithia and Scotch Light were first out and at the five furlongs Krithia out and at Moorefield, and Krithia opened favorite.

Princess Path opened at events in the Nursery Handicap and started at 6 to 4 "ou."

Concepta was first away but at the end of half a furlong Princess Path was in front followed by Lady Bernard, Thargoonia, Almorist, Eldidola, Koorda and Bratiano. Princess Path drew further away and eventually won easily from Lady Bernard with Bratiano third, Koorda fourth, Eldidola fifth, Thargoonia sixth, and Zadolph at the head of the others.

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Torchy was the elect in the Flying Handicap, but he failed to fill a place.

Margarta and Linera were first away, but Certes and Torchy took up the running and just led Omaha, Celluloid, Linera and Viburnum into the straight. A close finish saw Viburnum win from Omaha with Celluloid a good third, Linera fourth, Torchy fifth, and Wauken Girl next.

Toye opened favorite in the Kogarah Stakes but was out at 4 to 1. The elect was Effingham.

Bonnie Chance and Blazing Hot were first out but Effingham ran to the front and at the six furlongs led by a length from True Sight, with Eastern Pearl and War Tax next.

Effingham and Linalbin led into the straight from Scotch Lips and in their horns. The betting figures over the Melbourne Cup bear a somewhat stoney appearance, and our books at Moorefield on Saturday were easily as liberal in their odds as the Victorian brigade. The prices on offer at Moorefield were as follows: 5 to 1 Shepherd King and Quinolozist, 7 to 1 Wolairi, 10 to 1 Sasanoff, 12 to 1 Wallace Isinglass, 14 to 1 Prince Bardolph, 16 to 1 Torbane and Lingle, 20 to 1 Bee, 25 to 1 Amata, Eastcourt, and Greendrop, 33 to 1 each Ardes, The Christian Brother, Carlita, Honourous and Stagelard, 50 to 1 each Rathfarum, Orilla, Juan Fernandez, Lucky Escape, St. Spasa, Wallallo and Marcureff, 75 to 1 Agathon, 100 to 1 Sunbury and Bridges. In Melbourne the starting prices were: 4 to 1 v Shepherd King, 5 to 1 Quinolozist, 8 to 1 Wolairi, 12 to 1 Sasanoff, Wallace Isinglass, or Prince Bardolph, 20 to 1 Amata, Eastcourt, Lingle or Torbane, 25 to 1 Carlita or Bee, 33 to 1 Honourous, 50 to 1 St. Spasa, The Christian Brother, Green Cap, or Rathfarum, 100 to 200 to 1 others.

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Firm went out favorite in the Moorefield Handicap but she did not fill a place.

Langacre led past the stand from Greek Fire, Firm, Wirrilla and Taquisara. At the six furlongs Langacre just led Cordon Rouge with Greek Fire, Firm, Wirrilla and WLS following in that order. Kenilera ran in the straight was on terms with Longacre. In the straight Kenilera drew away and won easily from Longacre, with Wirrilla third, Machine Boy fourth, Greek Fire fifth, and Alcornet next.

Black Nut was heavily backed at 5 to 2 for the Carlton Mile and bar the Blackstone gelding 5 to 1 was offered. However a rush coming for Cesarius brought the latter down to three.

Cesarius, Tarpan and Barport were smartest away, and at the end of a furlong Tarpan and Brinsmead were leading from Cesarius and First Stitch. At the three furlongs Tarpan and First Stitch led from Cesarius and Brinsmead.

Tarpan showed the way into the straight and after a close finish just won from Cesarius, with Black Nut third. First Stitch, Blackacre and Brinsmead were close behind the placed horses.

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Home turn: Krithia leading from Tressadia and Picket Duty, followed two lengths away by Moyle, Kenverne and Olario.

WARWICK FARM SATURDAY.

MAIDEN HANDICAP, 6 fur.

THE WHITE WAIF

NUSSERY HANDICAP.

PRINCESS PATH, 8st. (Lillyman) . . . 1 LADY BERNARD, 7st. 6lb. (inc. 10) . . . 2 VIBURNUM, 8st. (Simpson) . . . 3 BRATIANO, 8st. (Doble) . . . 4 BATTING, 8st. (Doble) . . . 5

Home turn: Princess Path leads by three lengths from Lady Bernard, then coming Eldidola, Thargoonia, Bratiano and Koorda.

Princess Path wins easily from Lady Bernard, with Bratiano third, Koorda fourth, Eldidola fifth, Thargoonia sixth, and Zadolph next.

FLYING HANDICAP.

Six furlongs.

VIBURNUM, 8st. 10lb. (Simpson) . . . 1 OMAHA, 7st. 13lb. (Hood) . . . 2 TORCHY, 8st. 5lb. (Doble) . . . 3

Home turn: Torchy just in front of Omaha, then coming Certes, Celluloid, Linera, Margarita and Wauken Girl.

Three furlongs: Omaha and Torchy two lengths in front of Celluloid, who was attended by Linera and Margarita.

Home turn: Omaha and Torchy disputing the lead, with Linera and Viburnum next.

Distance: Omaha and Viburnum practically on terms.

Princess Path wins by a neck from Omaha, Celluloid a good third, Torchy fourth, Linera fifth, and Wauken Girl next.

KOGARAH STAKES.

One mile.

BLAZING HOT, 7st. 4lb. (inc. 4lb. over) (Horner) . . . 1 EFFINGHAM, 7st. 6lb. (inc. 7lb. over) (Hood) . . . 2

Home turn: Effingham showing the way to True Sight and Eastern Pearl.

Half mile: Effingham leads by a length from Eastern Pearl, with Satin Bil, True Sight, Blazing Hot, War Tax and Linalbin next.

Home turn: Effingham in charge from Linalbin, two lengths further off coming Blazing Hot and Eastern Pearl, followed by War Tax and Eulwirri.

Home turn: Blazing Hot wins by half a length from Effingham, with Linalbin third, Eastern Pearl fourth, sealed Lips fifth, War Tax sixth, and Eulwirri next.

MOOREFIELD HANDICAP.

11 miles.

KENILERA (inc. 7lb. all), 7st. 7lb. 1 LONGACRE (inc. 7lb. all), 7st. 7lb. 2

Home turn: Longacre slightly in advance of Greek Fire, Firm, Wirrilla, Tarquisara and Mandanto.

Seven furlongs: Longacre leading from Cordon Rouge, with Greek Fire, Firm, WLS, and Tarquisara next.

Five furlongs: Cordon Rouge and Longacre disputing the lead, with Greek Fire two lengths away, followed by Firm, Wirrilla and WLS.

Three furlongs: Longacre a length out from Kenilera, then coming Cordon Rouge, Wirrilla, WLS, Greek Fire and Machine Boy.

Home turn: Kenilera and Longacre together, with Machine Boy, Alcornet, Wirrilla, WLS, and Firm next.

Princess Path wins easily from Longacre, Wirrilla a fair third, Machine Boy fourth, Greek Fire fifth, Alcornet sixth, and Firm seventh.

CARLTON MILE.

1 mile.

TARPAN, 8st. 10lb. (Callinan) . . . 1 CESARIUS, 8st. 10lb. (Callinan) . . . 2

Home turn: Tarpan just leading from Cesarius, with Black Nut and First Stitch practically on terms.

Five furlongs: Tarpan leading by half a length from First Stitch, with Brinsmead, Cesarius and Black Nut next.

Three furlongs: Tarpan and First Stitch together from Cesarius, Brinsmead and Black Nut.

Home turn: Tarpan just leading from Cesarius.

Princess Path wins by a neck from Cesarius, Black Nut a good third, Blackacre fourth, First Stitch fifth, Brinsmead sixth.

Home turn: Tarpan just leading from Cesarius.

Princess Path wins by a neck from Cesarius, Black Nut a good third, Blackacre fourth, First Stitch fifth, Brinsmead sixth.

Home turn: Tarpan just leading from Cesarius.

Princess Path wins by a neck from Cesarius, Black Nut a good third, Blackacre fourth, First Stitch fifth, Brinsmead sixth.

WARWICK FARM SATURDAY.

MAIDEN HANDICAP, 6 fur.

THE WHITE WAIF

NUSSERY HANDICAP.

PRINCESS PATH, 8st. (Lillyman) . . . 1 LADY BERNARD, 7st. 6lb. (inc. 10) . . . 2

Home turn: Princess Path leads by three lengths from Lady Bernard, then coming Eldidola, Thargoonia, Bratiano and Koorda.

Princess Path wins easily from Lady Bernard, with Bratiano third, Koorda fourth, Eldidola fifth, Thargoonia sixth, and Zadolph next.

FLYING HANDICAP.

Six furlongs.

VIBURNUM, 8st. 10lb. (Simpson) . . . 1 OMAHA, 7st. 13lb. (Hood) . . . 2

Home turn: Torchy just in front of Omaha, then coming Certes, Celluloid, Linera, Margarita and Wauken Girl.

Three furlongs: Omaha and Torchy two lengths in front of Celluloid, who was attended by Linera and Margarita.

Home turn: Omaha and Torchy disputing the lead, with Linera and Viburnum next.

Distance: Omaha and Viburnum practically on terms.

Princess Path wins by a neck from Omaha, Celluloid a good third, Torchy fourth, Linera fifth, and Wauken Girl next.

KOGARAH STAKES.

One mile.

BLAZING HOT, 7st. 4lb. (inc. 4lb. over) (Horner) . . . 1 EFFINGHAM, 7st. 6lb. (inc. 7lb. over) (Hood) . . . 2

Home turn: Effingham showing the way to True Sight and Eastern Pearl.

Half mile: Effingham leads by a length from Eastern Pearl, with Satin Bil, True Sight, Blazing Hot, War Tax and Linalbin next.

Home turn: Effingham in charge from Linalbin, two lengths further off coming Blazing Hot and Eastern Pearl, followed by War Tax and Eulwirri.

Home turn: Blazing Hot wins by half a length from Effingham, with Linalbin third, Eastern Pearl fourth, sealed Lips fifth, War Tax sixth, and Eulwirri next.

MOOREFIELD HANDICAP.

11 miles.

KENILERA (inc. 7lb. all), 7st. 7lb. 1 LONGACRE (inc. 7lb. all), 7st. 7lb. 2

Home turn: Longacre slightly in advance of Greek Fire, Firm, Wirrilla, Tarquisara and Mandanto.

Seven furlongs: Longacre leading from Cordon Rouge, with Greek Fire, Firm, WLS, and Tarquisara next.

Five furlongs: Cordon Rouge and Longacre disputing the lead, with Greek Fire two lengths away, followed by Firm, Wirrilla and WLS.

Three furlongs: Longacre a length out from Kenilera, then coming Cordon Rouge, Wirrilla, WLS, Greek Fire and Machine Boy.

Home turn: Kenilera and Longacre together, with Machine Boy, Alcornet, Wirrilla, WLS, and Firm next.

Princess Path wins easily from Longacre, Wirrilla a fair third, Machine Boy fourth, Greek Fire fifth, Alcornet sixth, and Firm seventh.

CARLTON MILE.

1 mile.

TARPAN, 8st. 10lb. (Callinan) . . . 1 CESARIUS, 8st. 10lb. (Callinan) . . . 2

Home turn: Tarpan just leading from Cesarius, with Black Nut and First Stitch practically on terms.

Five furlongs: Tarpan leading by half a length from First Stitch, with Brinsmead, Cesarius and Black Nut next.

Three furlongs: Tarpan and First Stitch together from Cesarius, Brinsmead and Black Nut.

Home turn: Tarpan just leading from Cesarius.

Princess Path wins by a neck from Cesarius, Black Nut a good third, Blackacre fourth, First Stitch fifth, Brinsmead sixth.

Home turn: Tarpan just leading from Cesarius.

Princess Path wins by a neck from Cesarius, Black Nut a good third, Blackacre fourth, First Stitch fifth, Brinsmead sixth.

Home turn: Tarpan just leading from Cesarius.

Princess Path wins by a neck from Cesarius, Black Nut a good third, Blackacre fourth, First Stitch fifth, Brinsmead sixth.

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WARWICK FARM SATURDAY.

MAIDEN HANDICAP, 6 fur.

THE WHITE WAIF

NUSSERY HANDICAP.

PRINCESS PATH, 8st. (Lillyman) . . . 1 LADY BERNARD, 7st. 6lb. (inc. 10) . . . 2

Home turn: Princess Path leads by three lengths from Lady Bernard, then coming Eldidola, Thargoonia, Bratiano and Koorda.

Princess Path wins easily from Lady Bernard, with Bratiano third, Koorda fourth, Eldidola fifth, Thargoonia sixth, and Zadolph next.

FLYING HANDICAP.

Six furlongs.

VIBURNUM, 8st. 10lb. (Simpson) . . . 1 OMAHA, 7st. 13lb. (Hood) . . . 2

Home turn: Torchy just in front of Omaha, then coming Certes, Celluloid, Linera, Margarita and Wauken Girl.

Three furlongs: Omaha and Torchy two lengths in front of Celluloid, who was attended by Linera and Margarita.

Home turn: Omaha and Torchy disputing the lead, with Linera and Viburnum next.

Distance: Omaha and Viburnum practically on terms.

Princess Path wins by a neck from Omaha, Celluloid a good third, Torchy fourth, Linera fifth, and Wauken Girl next.

KOGARAH STAKES.

One mile.

BLAZING HOT, 7st. 4lb. (inc. 4lb. over) (Horner) . . . 1 EFFINGHAM, 7st. 6lb. (inc. 7lb. over) (Hood) . . . 2

Home turn: Effingham showing the way to True Sight and Eastern Pearl.

Half mile: Effingham leads by a length from Eastern Pearl, with Satin Bil, True Sight, Blazing Hot, War Tax and Linalbin next.

Home turn: Effingham in charge from Linalbin, two lengths further off coming Blazing Hot and Eastern Pearl, followed by War Tax and Eulwirri.

Home turn: Blazing Hot wins by half a length from Effingham, with Linalbin third, Eastern Pearl fourth, sealed Lips fifth, War Tax sixth, and Eulwirri next.

MOOREFIELD HANDICAP.

11 miles.

WORKERS' EDUCATIONAL ASSOCIATION.

VALUE.

This series of articles, the substance of lectures delivered by Professor Hunter before the Economic Class of the Wellington (N.Z.) W.E.A., are reprinted from the "Maori Worker." The previous lecture was entitled "Land Tenures," and was published in the Co-operator of November 9th. The lectures will be found to be informative contributions to the study of economics, and should be read by every student worker who desires to be well grounded on economic subjects.

The idea of value is fundamental in life: life is a system of evolution and nowhere is this more clearly made manifest than in the economic aspects of life. Valuation is a human creation; positive science, strictly considered, knows no values; the world and its forces simply exist. But in real life there is no such gulf between theory and practice. All knowledge is useful, all error harmful to man. Hence valuation begins as soon as there are evolved creatures who not only have experience but consciously use it to guide future action.

By different schools of economic theory, value has been considered to rest on different bases: utility, scarcity, cost of production, labour.

UTILITY.

By utility is meant merely desirability, the capacity of objects to satisfy wants. Every desire, however, may be present in varying degrees of intensity, and hence the utility or desirability of a commodity varies with the intensity of the desire that it satisfies. Man's wants, fortunately, are capable of progressive satisfaction (Law of Satisfiable Wants) and hence increase in a particular commodity useful for the satisfaction of a particular want, means increase in the total satisfaction obtained (total utility) but involves a decreasing intensity of desire with every additional unit of the commodity (Law of Diminishing Utility). The point, therefore, at which the consumer is just induced to make the purchase or to undertake the labor necessary to produce that unit of the commodity is the margin, and the utility of that unit is called the final or marginal utility. The sum of the satisfactions obtained by the use of the commodity, less the effort and labor of producing it, represent what the economists call the consumer's surplus. This notion of utility therefore stresses the subjective aspect of value. It is a very important factor but equally variable; individuals classify their wants differently. Recent attempts to found an economic theory of value on "psychic income" alone do not promise success; no real measure of it exists.

COST OF PRODUCTION.

Economists who stress this factor, in value look at the problem, not from the side of satisfaction gained, but from that of effort expended. A commodity is worth what it cost to produce. But in answer to the question: "What does a commodity cost to produce?" many different replies are given. Some urge that in the costs of production must be included not only the return of labor, but also returns to the entrepreneur, the capitalist and even the landlord—profits, interest and rent. On the other hand more radical opinion holds that the real value of a commodity is, or, if it is not, ought to be expressed in terms of labor value. This labor value arises directly through the labor of the workers employed and indirectly through the labor embodied in machinery and other forms of capital.

SCARCITY.

What part then does scarcity play in determining value? In the case of free goods there is utility (value in use) but no value in exchange. People exchange goods, for by so doing they obtain a greater satisfaction and there can be little doubt that, under a fair system, value in exchange of a commodity would tend to an equality with its marginal utility to its possessor. A scientific system of production, therefore, ought to pay attention to marginal utilities; with our more or less haphazard system of production this factor is often overlooked—hence over-production of certain commodities and under-production of others. Scarcity of a commodity, therefore, tends to make its value in exchange increase. This is possible because wants are urgent, immediate; but production takes time.

THE EARLIER ECONOMISTS.

On the whole the Physiocrats held a purely natural or physical view of value, based on their idea of net product. Over and above the return to the labor expended on land there was a net product. God operated through nature for the benefit of the landlord. But some among them were not satisfied with this notion. Thus Turgot defines value as "an expression of the varying esteem which man attaches to the object of his desire." The work of Condillac, published in 1776, and therefore overshadowed by Adam Smith's great book, emphasised the idea of utility. Modern theories may be traced back to Smith. He distinguished between value in use and value in ex-

change but actually worked with the latter. Though the price was fixed by "the higgling of the market" underneath all the fluctuations was real or natural value. Of this Smith had two ideas that he never reconciled: (a) labor value: "Labor therefore is the real measure of exchange value of all commodities." Faced with the difficulty of measuring this and of providing for return to stock Smith fell back on (b) cost of production.

It is the notion of labor value that has been accepted by Socialistic writers, the notion of cost of production by the great body of orthodox economists. These modern antagonists, therefore, both quote Smith. Ricardo also accepted the idea of labor value as the basis of the value. This was associated with his theory of rent: rent is the result of value, not value of rent. He also considers that capital is but labor indirectly applied. The difficulties that arose in following out this theory led him to consider (a) the relative quantity of labor necessary for production; (b) the relative length of time necessary to bring the commodity to the market. Thus he comes back again to the idea of cost of production.

JEVONS.

It was Jevons who, in modern times in England, brought to the front the idea of final or marginal utility. The economists who hold this view are sometimes known as the Psychological school. Jevons was quite well aware, however, that objective factors must be taken into account. His full theory has been stated thus: Cost of production determines supply; supply determines final degree of utility; final degree of utility determines value. Jevons saw clearly that ultimately you are faced with the question as to whether labor is the measure of the value of commodities or vice versa. He accepted the latter view. "I hold labor to be essentially variable, so that its value must be determined by the value of the product and not the value of the product by that of labor. This accords with his opinion that 'value depends entirely on utility.' How then is this to be brought into relation? The usual answer to this question is that given by Marshall in his criticism of the view of Jevons: 'The greatest objection of all to his formal statement of his central doctrine is that it does not represent supply price, demand price, and amount as mutually determining one another (subject to certain other conditions), but as determined one by another in a series.' Thus the theory of Jevons gives way to that of an 'equilibrium' as Marshall expounds it.

MARX.

Marx accepts labour value as the basis of value in commodities. Wealth is simply an accumulation of commodities, which are external objects that satisfy human wants and have human labor embodied in them. The value of a commodity is the amount of abstract human labor embodied in it. And the measure of this is the average social time required to produce the commodity under average conditions and with average ability on the part of the laborers. Value therefore, will vary directly as the quantity of labour and inversely as the productiveness of labour. Exchange value, then, is the ratio in which use values exchange. If, as Marx thought, there be no justification for rent, interest and profits, this "labor value view" is another form of "cost of production" theory—the only real factor in cost of production being abstract human labor. This idea was not new. Apart from Ricardo and other orthodox economists, Rodbertus, St. Simon, and Proudhon had advocated this theory. Their attacks, however, rested on social grounds, not on economic. "Value ought to correspond with labor value but does not" (Proudhon). Marx apparently argues that with all commodities except labor power, this theory covers the facts. It is only the worker who does not receive full value for the commodity he brings to the market, his labor power. It is this economic interpretation that is the original contribution of Marx to this theory. There are many difficulties with this view. Men have divided labor power into different qualities; skilled, unskilled, and the common unit is difficult to find. Proudhon's dictum seems to be more nearly true of the economic conditions of to-day.

MARSHALL.

Marshall includes in his theory the two ideas; utility and cost of production, but he takes a dynamic view of the market and stresses the importance of the conception of "equilibrium." If we take the most simple case, a person picking fruit for his own consumption, equilibrium is the point at which desire and effort balance each other. Here degree of utility is determined by intensity of hunger and cost of production by effort. The market of to-day is, according to Marshall, not essentially different, it is only much more complex and has the importance of its factors modified by the time element. Thus, apart from the many fluctuations due to the higgling

THE ROLLING WHEELS.

BY RAIL AND SEMAPHORE.

It was announced the other day that men on the permanent staff of the railways and tramways, who are required to go into camp under Hughes's proclamation will have their positions kept open for them and that their seniority will be preserved.

Last week several attempts were made to cause fires at the Neutral Bay tram sheds, but in each instance the fire was discovered in time to prevent much damage from being done. It was discovered that the handles had been taken off the water taps and the fire hose cut to pieces.

The P.P. Boards throughout the State are objecting to the decision of the Railway Department to abolish slow stock rates.

The Victorian chief engineer for railway construction, speaking on the subject of the Bairnsdale to Orbst railway, said that timber locally known as mahogany had been tested on the line and found very satisfactory.

A connection from Orbst (Vic.) to Bombala (N.S.W.), a distance of 75 miles as the crow flies, would give a new railway route between Melbourne and Sydney, along the coast, but it would be 70 miles longer than the present route through Albury.

Only about 65 per cent. of the heat energy of coal can be put into the steam boiler, and from this, less than fifteen per cent. of mechanical power is obtained. Few locomotives utilize ten per cent. of the full energy.

The first woman to travel in a sleeping car in America was Mrs. Lincoln, wife of the famous President. This was in 1861.

Mr. M. E. Kermot, chief engineer for railway construction, Victoria, and Mr. A. Combes, consulting engineer of the Home Affairs Department, were commissioned by the O'Malley to make a thorough investigation into the management and construction of the transcontinental line. Their final report was to be available in four months.

The Adelaide Tramway Trust does not employ any casuals.

The board appointed to fix the station sites on the Craobon-Coolah railway line recently visited Leadville, Coolah Bridge and Coolah.

of the market, Marshall distinguishes (a) market price, the equilibrium established by the demand and supply actually in the market; (b) short period normal supply price that is determined by the same factors as in (a) except that time is given in which production may be increased up to the full capacity of the instruments in existence; (c) long period normal supply price; where time is given for new capital to be introduced and fresh labor trained for production.

VALUES AND PRICES.

Every exchange expresses a measure of value. If a horse is exchanged for a cow, the cow becomes a measure of value of the horse and the horse of the cow. In a system of barter every measure of value is individual. All that money does is to fix on one commodity as a measure and standard of value. Prices are but the expression of value in terms of the money-commodity. In England with its gold standard, this has involved the fixing of the price of gold; 20th weight proof of standard gold is to be coined into 9344 sovereigns i.e., the price of gold is fixed at £2/17/10 3/4 per oz. But though the price of gold is fixed, the value of gold, i.e., the ratio in which it exchanges for other commodities, is not fixed, as the falling value of the sovereign too plainly shows. The depreciation or appreciation of gold is measured by different methods of index numbers as we have already seen.

THE PHILOSOPHY OF VALUES.

This seems to be succinctly expressed in the before-mentioned statement of Proudhon: "Value ought to correspond with labor but does not." All economic and social reform expressed in his highest form manifests itself fundamentally in the following demands: (1) That every individual in a social group has the right to work. (2) That every individual in a social group has the corresponding duty to work. (3) That from the social point of view, all differential treatment of different classes of real work are necessary and this affords no ground for the classes of workers who apply themselves with equal diligence to their social tasks. This seems to be what most social reformers are trying to attain; it covers what is meant by real national or social service; but it can never be introduced until men have been educated up to it, until the whole philosophy that actually underlies our social system has been revised not only in the text books but also in practice. No one need be afraid that Socialism will appear before its time; no one need despair of its ultimate attainment.

A start is about to be made with the extension of the Coonabarabran-Baradine section of the line to Pilliga.

The British Amalgamated Society of Railway Workers is urging railway men to drop their prejudice against women as railway workers, and Mr. J. H. Thomas, M.R., (the assistant general secretary), fore-shadows a war bonus and minimum wage for women.

The Prahran-Malvern (Vic.) Tramway Trust is now manufacturing the cars required for use on its own lines. The bodies of the cars are to be made from Queensland maple, chiefly.

Special steels are being used in America with the object of reducing the dead weight of the machinery in locomotives in order to enlarge the diameter of the boilers. Alloy steel is being used instead of carbon steel and driving axles are being made hollow. In this way a saving of 500lbs is effected.

"What part of a passenger train is the safest in case of a collision?" asked a nervous passenger. "That part which happens to be in the shop at the time of the accident," replied the guard.

During the recent tram strike in New York hundreds of thousands of working people refused to use the street cars or railways, some of them walking several miles to their homes.

A survey is to be made of the proposed line from Canberra to Jervis Bay. The route will cross the Shoalhaven river near Larbert and a station site is to be provided that will serve the interests of the Braidwood district.

Work has commenced at the junction of the Rankin Springs extension, connecting with the branch from Cootamundra to Wyalong.

Many special race trains have been cancelled owing to the coal strike.

The construction of the line at Burien Junction, Cootamundra district is expected to commence shortly. Buildings are already in course of erection by Norton Griffiths.

A goods shed is being provided at Cinnamary railway station, which will be the junction of the Werris Creek portion of the Dubbo Werris Creek line.

The South Australian Commissioner has cut down the train service in that State, in view of coal shortage.

A Bellevue Hill train collided with a motor car at the intersection of Riley and Stanley Streets on Thursday night last. The motor car was overturned and lost a wheel and the driver was injured, the tram car was only slightly damaged.

The section of the South Coast duplication between Scarborough and Wollongong will be completed early next year.

It is reported that the duplication of the South Coast line is completed as far as Bulli colliery crossing, except for the section between Oxford and Scarborough. The new line between Bulli crossing and Scarborough is now open for general traffic, while the old per. way is being repaired, and solid iron girders are being laid down in place of the old wooden ones across the bridges.

One of George Stephenson's first engines is still in operation at Hutton Colliery in England, where it was first put into use and where it has been in constant service since 1822, the year in which it was built.

Four horses were run over and cut to pieces by a passenger train between Woodstock and Cowra, a few days ago. The job threw some of the passengers from their seats.

Eighty tons of steel rails for use on the Giggandra-Colle line were unloaded at Giggandra last week. This is part of the first consignment of 150 tons from Newcastle.

One day last week the engine attached to the mixed train from Gundagai to Tumut came to a standstill on a heavy gradient on the Tumut side. The passenger section was uncoupled and hauled separately to Gadara siding. The train was two hours late at Tumut. The local paper says: "This appears to be a piece of official bungling, as at the Coota end the officers were well aware of the loading that had to be picked up en route to Tumut, and no doubt could have made provision for another engine to accompany the train or put a heavier one on to haul it."

The Werris Creek "Chronicle," of the 11th inst., says: "Mr. Fred Hamilton, a fireman, resident in Single Street, was on a 'push-up' longoing."

GOVERNMENT RAILWAYS BILL.

SALARIES OF THE COMMISSIONERS.

Debate in the Assembly.

Proposed Increases and Appointments.

The proposal to increase the number of Railway Commissioners from four to five and to increase the salaries of the assistant Commissioners was considered in the Assembly (in committee) on the 1st inst. When Mr. Stuart-Robertson moved to reduce the salary of the Chief Commissioner from £3000 to £2000, which, he said was quite enough for the class of men that had occupied the position since he had been a member of the House. Mr. J. C. L. Fitzpatrick: Why not give him thirty "bob" a week? Mr. Cohen said that he did not think that £3000 per year was too much to give a man competent to manage the railways. If they desired to get a first-class man for the position they should offer a salary commensurate with the importance of the office.

Mr. McGirr said, in effect, that if the present Deputy Chief Commissioner was to be Chief Commissioner he would support the reduction. "On account of his partisan attitude," Mr. McGirr said, "I think that he is not the man to manage a large undertaking like the railway system of N.S.W. Owing to the 'third degree' methods which he has introduced in reference to railway employees, and owing to his partisan attitude in connection with the Referendum in sending 'Yes' pamphlets throughout the State—"

Mr. J. C. L. Fitzpatrick: That is not true.

Mr. McGirr: Well, either he or the Minister for Railways did it.

Mr. Ball rose to a point of order, but the chairman ruled against him.

Mr. Perry opposed any reduction in the salary of the Chief Commissioner. He said that a man competent enough to undertake the work would, in his opinion, be worth at least £3000 a year. It was indecent on the part of hon. members to obstruct party politics into this question. Because the head of this great institution did an act which conflicted with the political views of an hon. member that hon. member was opposed to giving him the salary which was proposed. An hon. member who came there and put forward a contention of that sort was only fit to be in a lunatic asylum, where he would be before long.

Mr. Fingleton said that, as far as the present Commissioners were concerned, they were the best men they had ever had in those positions. The salary of the present Chief Commissioner was £3000, and he was not going to be a party to reducing that salary. If any officer was a capable man he had a right to receive adequate payment. If he did not do his duty the only course to pursue was to dismiss him. In this case they had a man who was capable of filling the position with credit to himself and the country, and that being so they should recognize his efficiency and not attempt to reduce his salary.

Mr. Wright expressed the opinion that £3000 was not sufficient for a capable man, who would not keep employees out of work for weeks over a few shillings. They had men working in the railway service for 9s and 8s 3d a day. These men had to pay somewhere about £1 a week for rent and keep a wife and family and it was not possible for any man in Sydney to-day to keep his wife and family in decent comfort on less than

£11 a day. Yet it was proposed to vote a salary of £3000 to the head of the railways. He did not think it fair to give any increases in high salaries until this war was over. Mr. Lang pointed out that the appointment of another Commissioner should lighten the responsibilities of the others, and if such was the case the salaries of the others should be reduced rather than increased. Not many weeks ago the Minister for Railways visited the Clyde Engineering works, and in addressing the workmen there implored them, in view of the war, and the necessity for economy, not to ask for an increase of wages. If Ministers were really in earnest when they said there was need for economy they should not contemplate an increase of expenditure in salaries.

Captain Tombs said that the appointment of another Commissioner would reduce the pressure of work upon the other three, and yet it was proposed to increase their salaries. This was not economy. Men had been told by Mr. Justice Heydon not to apply for increases. If it was necessary to have a fourth Commissioner there should be no need to increase the pay of the others. If a man were working eight hours per day and his hours were reduced to six they would not increase his pay but reduce it. This was an inopportune time to increase salaries. The railways were not now paying. If he were managing a big concern that was making a loss he would not care to ask for an increased salary. What justification was there for increasing the salary of one of the Commissioners from £1500 to £2500?

Mr. Holman: That is scarcely a fair way of putting the case. The Deputy Commissioner will occupy what is really a new position. The other Commissioners will receive an increase of only £200!

Captain Tombs: That is a substantial increase, and if these men have been worth £1800 during the whole time they have been receiving £1500 they have been very unfairly dealt by. He doubted very much whether they would have remained quiet all the time if they had considered themselves to be underpaid. They were at war, and this was no time to entertain proposals for increases of salaries, the consideration of which might very well be deferred until the affairs of the nation were in a more satisfactory condition. About 450 men had been dismissed from the railways; many workshops were lying idle, and there was dislocation of business in every direction. The prospects were that conditions would become worse rather than better, and unless a radical change came about very soon goodness knows what would happen to our transport arrangements both by sea and land. If these men were getting salaries that were not sufficient to enable them to keep up their position with a certain degree of comfort, he would be one of the first to say that they should receive those increases. But they were well able to keep up their positions in comfort.

Mr. Holman said that it was a mistake to say that the railways are not paying. They were paying; there was only a deficit on paper. What had been lost the Commonwealth had gained to the extent of about £270,000. Then instead of the work of the Commissioners being lightened

STEEL RAIL SHORTAGE.

In the N.S.W. Legislative Assembly the other day the Minister for Works (Mr. Cann), in reply to questions, said the war conditions were affecting the supply of material to his department. So far as the supply of rails was concerned, the position was very serious, as the department was not likely to be able to get any rails at all. "Some 15,000 tons of steel," he continued, "has been ordered from the steelworks at Newcastle to be sent to England for munition purposes within the next two months. There is no other source from which we can get rails. So far as the Hoskins works are concerned, they have not been producing for months. Their furnaces have collapsed for the want of firebricks. The Minister for Munitions in England (Mr. Lloyd George) has refused to allow the bricks to leave England. We are not getting rails from the west or from the north, and there is no prospect of getting them."

Concerning the statement by the Minister for Works (Mr. Cann) that the Lithgow ironworks are not producing steel rails, it is pointed out that it is true that Hoskins Ltd. did experience some difficulty in regard to firebricks a little time back, and the rolling of steel rails was discontinued for a short while, but other steel was produced. The trouble has, however, now been got over, and steel rails are being rolled. The department is thus getting rails, though, of course, not sufficient for requirements.

Provision is being made in the summer time table for a Sunday morning train from Sydney to Wollongong.

they would be increased because they would have the responsibilities of reconstruction work which was to be taken from the Works Department. The post of Deputy Chief Commissioner would be a new one. The purpose of the post was to set the Chief Commissioner free to carry out the work of meeting the public and ascertaining the public needs, to relieve him of much of the routine work. The assistant Commissioners would be colleagues of the Chief in fact as well as in name and would have extended powers of remonstrance and criticism and would be able to carry out their criticism to Parliament through the Minister. The Commissioners had big responsibilities. He admitted that this was not a time to overlook economy; but the trust economy in connection with our gigantic system of railways was to secure an adequate management at the head. A few pounds saved there might easily result in loss a hundred times greater, as the result of waste and extravagance lower down. Mr. Hollis's chief concern was that they should have Australian trained men in these positions. Mr. Hickey thought that the Chief Commissioner might be given £2500 per year. He said that the salary of £3000 was fixed in 1906 with the object of attracting the best talent from the other side of the world, and there seemed to be a general consensus of opinion that the gentleman who was appointed did not succeed in earning it. If the salary of £3000 was fixed with that object, it was time for them to consider whether it should not be reduced when they proposed to make a local appointment. He did not subscribe to the view of the Premier that if one paid a salary of £2000 one got

one class of efficiency, and that if one added another £200 or £300 one would get greater efficiency. He believed the amounts of £2500, £2000, and £1500 were sufficiently attractive to induce officials in the service to vie with each other in the effort to obtain the positions. As regards the lower grades of the service the pay was not attractive. When men with plenty of initiative and industry came to him with the view of getting employment on the railways, he advised them not to apply, because there were better prospects outside the service. But those remarks did not apply to the men who received high salaries of this kind. The administration of railway affairs by the Premier had not been entirely satisfactory. For instance, there was the matter of Mr. Harper's leave of absence. That gentleman drew about £4000 for which he had not worked. That was an indication of extravagance which was made manifest by the proposal to increase the salaries of the commissioners to an extraordinary extent. Mr. Haynes opposed any reduction saying that he thought the salary of the Chief Commissioner was a paltry one. Mr. Gardiner opposed the proposed increase to the assistant Commissioners and said he thought that their present salaries should content them until after the war. Messrs. Levy, Dooley, Bruntnell and Grimm also spoke, and the amendment was defeated by 55 votes to 7. Mr. Holman agreeing that the proposed increases to the Deputy Commissioner and assistant Commissioner shall not be paid until the war is over.

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TRAMS.

Dowling Street, Traffic.—T. Beckman. Dowling Street, Electrical.—S. Riley. Linesman and Leichhardt.—W. Arnott. Newtown Offices.—G. Tighe. Ultimo.—G. Mulder. Power House, Ultimo.—V. Eavanagh. Power House, White Bay.—A. Pringle. Randwick Work Shops.—J. Dale. Roselle.—P. P. Healey. Tempe.—S. Sheppard. Tram Signals.—J. Long.

COUNTRY.

Waterfall.—W. McKinney. Wellington.—I. Vitnell. Triangle.—J. Clifford. Penrith.—W. Bailey. Tamworth.—R. Fallon. Merah North.—W. Crampton. Orange.—J. McKinley. Parkes.—W. Wallace. Mudgee.—M. Waters. Lithgow.—J. J. Griffiths. Harden.—D. Stewart. H.S.P.—J. Kenney. Eskbank.—A. Colman. Cootamundra.—S. Bottom. Culcairn.—C. Brennan. Bathurst.—T. Thomas.

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EDITORIAL MATTER.

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

ARTICLES AND CONTRIBUTIONS.

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

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While 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.

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THURSDAY, NOVEMBER 16, 1916.

PARLIAMENT AND PEOPLE

THE PROLONGATION CONSPIRACY

It is safe to say that nothing has ever aroused the indignation of the democratic section of the community as has the iniquitous proposal put forward by a number of State politicians, headed by Holman and Wade, to prolong the natural life of Parliament. In the ordinary course of events the present Parliament would expire by the effluxion of time about the end of the present year, when it was expected that the members would go to their constituencies. In these strenuous times events move very rapidly, and one knows not what to-morrow may bring forth, but few of us were prepared to override the constitutional rights of the electors. Yet this is precisely what they propose to do. It is not difficult to find a reason for this conspiracy; its very barefacedness makes it the more objectionable. On October 28th Holman, Wade and other politicians attempted to impose a noxious system of military conscription upon the people of the Commonwealth, despite the fact that the people, through their representatives, many years ago determined that there should be no compulsory service for overseas. These politicians fondly imagined that the people of this State were simple enough to be seduced by the tinkling symbols of a false sentiment, and foolish enough to sacrifice their democratic ideals at the mere bidding of a leader who had proved false to the trust reposed in him.

They assisted in the effort to deceive the people. They helped in the attempt to influence the electors by means of multitudinous fictions produced from the formless void. They assented to the exercise of arbitrary powers, the likes of which were never before thought of in a free British community, for the purpose of preventing full and adequate information reaching those upon whom was placed the responsibility of declaring yes or nay. But they failed. The people of Australia, and of this State in particular, were not to be led away; not even by the combined efforts of politicians, press and pulpit could they be prevailed upon to adopt a principle so antagonistic to every form of freedom. And so Messrs. Holman, Wade and Company discovered that the policy they had so strenuously advocated was unacceptable to the great bulk of the electors of the State; that they no longer represented the views held by their constituents. The success they might have imagined would justify them in extending the life of Parliament was denied them. In these circumstances, it was their plain duty to allow the people to exercise their right to elect another Parliament to carry on the business of the country. The vote of the people showed that they were not prepared to regard Holman and his friends, new and old, as trustworthy guides on the question of a national policy, and had these politicians even a partially atrophied sense of decency they would accept the verdict and hasten to the country. The reason why they have not done so is, as we have said, clear to everyone. They are afraid of the people. The Referendum vote has put the fear of God into their miserable political souls. They realise that an outraged democracy is just waiting for the opportunity to pronounce judgment upon them. This, then, is the situation which gave birth to the infamous proposal to form a coalition and to prolong the life of Parliament beyond its allotted span. This is the refuge sought by these political cowards who are fearful of facing the consequences of their own acts, and as it only requires the passing of an Act of Parliament, under ordinary conditions, to alter the Constitution, it is practically certain that this iniquitous piece of jobbery will go through, and that the State will have to face the intolerable condition of being governed by a gang of political corpses. There is, however, a glimmer of hope in the suggestion that the State Governor may be prevailed upon to veto the wretched proposal. This is a last resort. It is as if the people of the United Kingdom were to ask the King to dissolve Parliament on the grounds that Parliament has reached the end of the period for which it was elected, and that it no longer possesses the confidence of the people. If this plan is to be attempted the people of the State must not stand upon idle ceremony. Petitions with this object in view are being circulated, and should be readily signed by every elector, male and female, who desires to see the principle of Government of the people, for the people, and by the people adhered to. In a crisis such as the present, when the rights and privileges of the citizens are in danger of being trampled upon by politicians who arrogate to themselves the right to ignore them, there should be no hesitation. To be effective the demand, petition, or whatever name it goes by, must be of immense proportions. The protest against this assumption of power by unauthorised and discredited persons must, to be effective, have the weight of the bulk of the people behind it. It must be of such a character that it will demonstrate beyond all doubt that this attempt to deprive the electors of their power to govern themselves in the accepted constitutional way is regarded as a serious and unwarranted innovation by the bulk of the people of the State. If the matter is taken up with the vigor and determination that the occasion demands, it will, even if unsuccessful in accomplishing its purpose, indicate to these usurpers of power and pay that Nemesis is upon their track, and that the blow of the executioner's axe will be surer and heavier upon their necks when the opportunity to use it arrives.

CURSIVE NOTES ON CURRENT EVENTS

Chickens have a habit of coming home to roost. At the beginning of the present year, when the Eight Hours Act was passed by the Legislature, the question of the eight-hour from bank to bank in coal mines was discussed, and this concession was made mandatory in the bill when passed by the Assembly. It was then sent to the Upper House, where it was subjected to the usual scribbling process, and the clause was altered in such a manner that the bank to bank provision was nullified and made of no value. This was one of the many amendments made to the measure in its passage through the Chamber which Holman, at one P.L.L. Conference, said did very little harm in the way of preventing the passage of progressive measures. The Assembly certainly recorded its disagreement with the Council's amendment, but, as usual, the Tory Chamber had its own way, and the Holman Government evidently thinking that the matter was not worth kicking up a row about. The result of this squid-like attitude of the Holman Government towards a principle of vital importance to one of the most important bodies of workers in the State, is the strike that is now in progress. The Assembly in its message of protest to the Council affirmed that the principle of underground work being arranged for each man from bank to bank "should be adhered to

in the public interest," but the Government made no effort worth the name to secure the recognition of that principle. It simply laid its head down in the dust and allowed the Upper House to tread on its neck. Of such is—or was—the Holman Labour Government.

At an aggregate meeting of miners, held at Lambton on Tuesday, a resolution was carried urging the State Government to immediately pass a measure embodying the principle of eight hours bank to bank. This appears to this paper to be a suggestion that should commend itself to every sensible person that has the interest of the public—which includes the miners and workers in general—at heart. Mr. Bagnall, M.L.A., it may be noted, makes a similar suggestion, and refers to the recent trouble in the United States, where a crisis almost on all fours with the present dispute occurred at the latter end of August. The U.S.A. railwaymen, numbering about 400,000, demanded an eight-hour day, and announced their intention to hold up the whole of the land transport services unless their demand was conceded. The merits of the case need not be touched upon here; the manner in which the crisis was averted is the point to be noted. Suffice it to say that the railway companies were as stupid, as stubborn, and as disregardful of the interests of the nation as are the mine owners of New South Wales to-day; that the railwaymen were as determined and as fully assured of the justice of their demand as are the miners of New South Wales to-day. One man saved the situation, President Woodrow Wilson, the chief citizen of the great Republic. He interviewed the representatives of the disputants, and, finding that neither would consent to a compromise, he had the courage and the strength of purpose and the ability to take a firm hold of the situation, and to act. Calling a combined meeting of the House of Representatives and the Senate, he urged in the interests of the nation the immediate passing of a bill providing for an eight-hour day. The bill was passed just two days prior to the termination of the ultimatum of the railwaymen, and the strike was averted.

Woodrow Wilson, whatever else he may be, is a strong man, a big man, a man of purpose, a man that thinks in continents, not in parishes. He foresaw a national calamity in the suspension of the industrial life of a hundred million of his countrymen. He is not a Labour man, as we understand the term, and yet his sense of responsibility enabled him to say to the railway companies—perhaps the most powerful political influences in the United States—"You must, and shall, grant the men their demands." And to force a bill through Congress with that object in view. Here, then, we have a precedent, but, alas! we have no Woodrow Wilson. We have but Holmans and Wades and Beebys, and the like; men that tremble on the verge of uncertainty; little men that are so much afraid of the influence and power of Fat that they would rather sit and watch the struggle than attempt to end it. Holman says that it is a Federal matter, and his Government cannot act. Hughes says that he is waiting for Holman to act. Both endeavour to evade responsibility. Apparently both wish to avoid offending their new-found political friends, whose interests are identical with those of the mine owners; both are prepared to allow the workers—to whom they owe their political existence—to stew in their own juice; both are prepared to watch the collapse of the industries of the country rather than play the role of a Woodrow Wilson, whom they probably regard as a poor, weak-kneed individual, whose chief occupation is writing notes to Germany. It seems to this paper that if they had half the courage of Wilson they would settle this matter before one could say "John Robinson," and in such a way as to let the mine owners understand that decent conditions for the workers, and public interests, must come before private considerations and personal profit.

A meeting of the Federal Labour Party was held on Tuesday last. The following motion by Mr. Finlayson (Q.), seconded by Mr. Hannan (Vic.), was submitted:—

"That Mr. W. M. Hughes no longer possesses the confidence of the Party as a leader, and that the office of chairman of the Party be and is hereby declared vacant."

There appears to have been a considerable amount of discussion, and finally Mr. Hughes replied, and then, without putting the motion to the meeting, he suddenly gathered up his papers and left the room, followed by a number of his supporters. Mr. McDonald (Q.) was elected temporary chairman of the Party, and the motion was carried unanimously. This has the Federal Labour Party purged itself of the reactionary elements that were operating towards disintegration and decay. Mr. Hughes has formed a new Ministry, consisting of Messrs. Pearce (W.A.), Jensen (Tas.), Webster (N.S.W.), Poynton (S.A.), Archibald (S.A.), Bamford (Q.), Lynch (W.A.), Spence (N.S.W.), Russell (Vic.), and Smith (Tas.), all members of the faction that endeavoured to fasten upon the Commonwealth the shackles of compulsory military service abroad. If, as in times gone by, the new Ministers had to go to their constituents for re-election, no less than six of the eleven would be turned down; that is, assuming that the vote of October 28th may be taken as a criterion. The constituencies represented by Messrs. Hughes, Webster, Poynton, Archibald, Bamford and Spence turned down the conscription proposal with more or less emphasis, and therefore it may be said that none of these Ministers possess the confidence of the electors. However, this fact will probably not prevent them from endeavouring to carry on the government of the country by the grace of the Cook-Irvine Opposition, and it may be taken for granted that the Opposition will actually run the business, though the seceders from the Labor Party will nominally hold office. As is usual with the seceders from the Labor movement, Mr. Hughes attempts to foul the nest in which he was nurtured, and uses the very same argument against methods of the organisation that are used by the Tory newspapers and Tory politicians. The gravamen of his complaint is that the Party will not permit him to do as he likes. The Labor Party is prepared to stand by its friends in the effort to defeat its enemies, but when its friends commence to assist its enemies, and at the same time expect to be allowed to rank as its friends, there is but one alternative—to refuse. This about sums up the position. The Labor Party is all right. Having got rid of the traitors in its ranks, it should gather fresh inspiration and vigor, and march forward toward the future without misgivings. The reign of the seceders will not be long. In every case in which disgruntled, ambitious men have left the movement and defied it and abused it, they have reaped the harvest of their apostasy, and have been relegated to political oblivion, and history will assuredly repeat itself in the not far distant future.

"It has been decided to extend the life of Parliament for twelve months, when it is believed the electors will be in a normal state of mind, and will be able to give an intelligent expression of opinion at the ballot-box."—Sydney "Sun."

These are samples of the insults that are being flung in the face of the electors of this State by the Fat press. Apparently these prints hold firmly to the belief that the people of New South Wales are incapable of giving an intelligent expression of opinion, and that the ability to do so is confined to Members of Parliament—and only to Tories and ex-Labor members at that—and the daily press. The inclination to lecture the electors and to insinuate that they are in a mental condition bordering upon insanity has been a noticeable feature of daily press comment since the fateful October 28th. The influence of the daily press is, it is to be feared, a waning quantity. Time was when the average worker felt fully convinced of the truth of a statement or opinion when he "read it in the paper." But simple, child-like faith has given place to doubt, and doubt has given place to cynical unbelief, and the worker has now arrived at a stage in which he is persuaded that his interests will be best served by doing exactly the opposite to that which the papers advise him to do. When a Sydney daily paper tells him that he is "dilly" because he didn't vote as it told him to do, the worker may rely upon it that he voted as he ought to have done.

"I am English-born, and am proud of the fact. In view of recent events I am proud of the fact that I am not Australian-born, but English-born. If I had been Australian-born I would have been ashamed of my country on account of recent events."—R. Hollis, Member for Newtown. The Australian-born electors of Newtown might paste this paragraph, taken from Hansard No. 43, Session 1916, page 2376, in their hats. But a man that has such a poor opinion of Australians will surely not have the impudence to ask them to vote for him.

VICE-PRESIDENT KAVANAGH'S TOUR

SUCCESSFUL MEETINGS.

SOME STRAIGHT TALK.

WERRIS CREEK. On Wednesday, the 9th inst., Mr. V. G. Kavanagh, V.P., addressed a meeting of railwaymen at the School of Arts, Werris Creek. There was a good attendance of members and others outside Association ranks. Mr. Kavanagh dealt with the disorganised state of the railway workers throughout the State. This, he said, was caused through too many unions covering the one industry. The principles of industrial unionism were gone into very fully by Mr. Kavanagh, and he convinced all present, that railway men's only hope of getting justice was through one union for the whole of the service. Reference was made to certain reports connecting the A.R. and T.S. Association with the I.W.W. Mr. Kavanagh gave this the lie direct, he stated that the Association had NEVER ADVOCATED SABOTAGE or any policy other than that of Arbitration. Personally, he favored direct action, but not the kind advocated by the I.W.W. The direct action that he advocated was at the ballot box on the day on which men were elected to Parliament to legislate and frame the laws of the State. He dwelt upon the fact that in a centre like Werris Creek, there was no Labor League. After pointing out the advantages of railway men taking an active part in politics, those present were so impressed with the speaker's remarks that it was decided that Mr. Tierney, the branch secretary, should immediately get to work and reconstitute the local branch of the Labor League.

It was resolved that all present should do all in their power to bring about the one union of railway workers at Werris Creek.

GUNNEDAH.

On the 9th inst., Mr. Kavanagh addressed a combined meeting of the Labor League and railway men at the M.W.O. Hall, Gunnedah. On Mr. Kavanagh's arrival at Gunnedah, he found that a meeting of the Labor League had been arranged to consider the position of one or two of their members who had advocated conscription. As the meeting was of great importance, and a number of railway men were active workers in the League, Mr. Kavanagh agreed to wait until the League business was completed before he addressed the meeting. Having elected new officers and having decided to endorse the action of the P.L.L. Executive in expelling Mr. Ashford, M.L.A., the meeting closed so as to enable Mr. Kavanagh to place his views before them. In the course of his address he urged the principles of the one union for the service, and dealt with matters of importance to railway men. He then dealt with the political situation, and urged the League members to stand solid behind the Industrial section of the P.L.L., to organise their forces and to see that on next election day all advocates of conscription were sent to their political grave.

NARRABRI.

On Friday, 10th inst., Mr. Kavanagh addressed the railwaymen of Narrabri at the Council Chambers. Mr. Adams, the Mayor of West Narrabri, occupied the chair. Sectional unions came in for a rough time, and all present were enlightened as to the methods adopted by the sectional and craft organisations to defeat the amalgamation of the service unions into one solid organisation. Mr. Kavanagh claimed that the day was not far off when the railway men belonging to the sectional organisations would cast off the influences of their paid officials and act for themselves by demanding the amalgamation of their forces. By the attitude of the sectional unionists present at the meeting there will be very little difficulty in accomplishing this so far as West Narrabri is concerned. Mr. Kavanagh explained the efforts of the Amalgamated Association to bring about the one union for the service and which was loudly applauded by all present.

The Amalgamated Association, said the speaker, stood for "all grades" and was the only organisation that had endeavored to better the conditions of the railway men. Recently it had not only been opposed by the sectional unions, but the Assistant Commissioner for Railways (Mr. Milne) had allied himself with the sectional union to keep the railwaymen divided. Then they had that autocratic body known as the Officers Association, condemning the principle of one union for railwaymen. This body of men first learnt their lesson from the A.R. and T.S. Association. The fettiars, laborers, porters, etc., paid their good hard cash, to enable the officers to put a case before the Wages Board. The Amalgamated spent something like £350 before the Wages Board in 1912. Its registration was cancelled and the salaried staff ratted; they had got all the financial assistance necessary from the Amalgamated, and then came out as a separate union, and were now endeavouring to cut off the hands that fed them. The salaried officers have obtained their conditions to-day at the expense of the

wages staff, which organised them and put a little fighting spirit into them. They had lost this spirit, and were prepared to hob-nob with the elite and at the same time pretend to be unionists. "The All-Grades" had also been accused of being members of the I.W.W. It was possible that there might be some individual members of the Association that joined the I.W.W. Probably every union in the State was placed in the same position, but to try and identify or connect the Amalgamated with the I.W.W. in any shape or form was one of the greatest slanders ever circulated about an honorable body of men. The Amalgamated Association had always advocated arbitration, and had never at any time encouraged the principles of sabotage. Those who accused them of being rebels and allies of the I.W.W. did so to mislead the public and country employees whose only source of information was the daily press. Notwithstanding opposition of this kind, the objects of the Amalgamated Association would never tolerate any policy that tended to destroy property or life, and responsible members had never expressed themselves in support of such doctrines. Individuals had a right to their opinions, and could not be prevented from expressing them, but to try and associate the Amalgamated with the I.W.W. was the greatest falsehood that has ever been circulated among railway men. Personally, Mr. Kavanagh stated he was of the opinion that no member of the Amalgamated should take part in any other association. He contended that no man, believing in arbitration could also believe in sabotage. The direct action that he urged was at the ballot box. Every man had a vote and, if they neglected to do their duty, if they were to blame themselves and not the employer. Railwaymen should stand solid behind the Industrialists and give them the same support that they received on October 28. That majority of 120,000 could be maintained providing the workers did not fall asleep. He urged the workers to organise industrially and politically as that was the only means that they had of obtaining justice. Political action, one union, and co-operative stores would place the railwaymen in an independent position. At the conclusion of his remarks, Mr. Kavanagh answered a number of questions, and was surprised to hear from the loco men that they could receive no information from their association re the new punishment system. Mr. Kavanagh was thanked by the loco men for the information supplied and they deplored the fact that they had to go outside their own organisation for information. Railway men complained of the housing accommodation at West Narrabri and urged upon Mr. Kavanagh the necessity of immediate action. Two members of the Loco. Association then moved a vote of thanks to Mr. Kavanagh for his address and also moved that all present pledge themselves to the principles of one service union, and that every endeavour be made to give effect to that principle at West Narrabri.

MOREE.

On Sunday, 12th, Mr. Kavanagh addressed a meeting of railwaymen at Moree. After addressing the meeting at some length on industrial, political and co-operative principles, he answered a number of questions, and promised to take up the housing question on his return to Sydney. Mr. Kavanagh's address will be the means of bringing in a few new members, who have been misled by the lying statements circulated through the country districts, and it is expected that before long that the "One Union" will prevail at Moree. A vote of thanks was moved by Mr. McArthur and Mr. A. Tickle for the enlightening address, and Mr. Kavanagh was assured by all present that the advice tendered by him would not be forgotten and that those who were standing out to-day would be in the ranks by the end of the year. Mr. Kavanagh left Moree on Monday, 13th inst., to proceed to Cowra. Mr. Kavanagh writes saying that he is more than pleased with the receptions that he has met with, and finds that the "One Union" is becoming very popular through the country; he states that the Anti-Campaign has put new life into members and is convinced that the Amalgamated will benefit by it.

EIGHT HOUR PROCESSION.

"All-Grades" men are requested to walk in procession on Eight-Hours Day, 18th November (Saturday next). Fall in behind the "All-Grades" banner, in Clarence Street, between Druff and Market Streets. Banner No. 159. The procession starts at 9.30. Get your badges at once. CLAUDE THOMPSON, General Secretary.

TELEGRAPH MESSENGERS WANTED.

Boys of from 14 to 16 years of age are invited to apply on or before 26th November, for appointment as Telegraph Messenger at post offices in Sydney and suburbs. Commencing salary 15/- per week. There are assured prospects for capable lads. Full particulars and forms of application may be obtained from the office of the Commonwealth Public Service Inspector, 8th floor, Commonwealth Bank Buildings, Moore street, Sydney.

THE MINING DISPUTE

FEDERAL GOVERNMENT TAKING ACTION.

THE WAR PRECAUTIONS ACT.

A Melbourne telegram of Tuesday last states that regulations under the War Precautions Act were passed at a special meeting of the Federal Executive Council, empowering the Federal authorities to summon the persons concerned to appear at a conference to be presided over by the Prime Minister or some persons concerned to appear at a conference to be presided over by the Prime Minister or some person nominated by him.

To what extent such a conference will contribute towards the settlement of the dispute one cannot foresee. Mr. Willis (secretary of the Coal Miners' Federation), states that the men intend to go on until they win. Some of the men might be starved back, but the miners would never work nine hours again. Mr. Willis addressed the Trade Union Congress at the Sydney Trades Hall on Tuesday night when the following resolution was carried unanimously:—

"That this special meeting of the National Executive of the Inter-State Trade-union Congress congratulate the coal miners of New South Wales and elsewhere, now on strike, on their splendid fight for the recognition of the eight-hour principle, and the executive express the hope that the fight will be continued until victory is assured; further, the executive believe that Australian trade-unionism heartily endorses, and will support right up to the hilt, the action of the coal miners."

THE STATE PARLIAMENT

A 'NATIONAL' PARTY.

Mr. Holman and his friends having definitely accepted their expulsion from the Labor Party have succeeded in forming a coalition Cabinet, or as it is termed, a "National" Cabinet. At the time of the closing of the "Co-operator" pages no official pronouncement had been made regarding the personnel of the new Government, but it was considered certain that it would be made up as follows:—W. A. Holman (Premier and Treasurer), G. W. Fuller (Chief Secretary), D. R. Hall (Attorney-General), J. D. Fitzpatrick (Vice-president Executive Council), J. Garland (Minister for Justice), W. G. Ashford (Minister for Lands), R. T. Ball (Minister for Works), W. C. Grahame (Agriculture and Mines), G. James (Education), G. S. Beeby (Labor and Industry), J. C. L. Fitzpatrick (Assistant Treasurer), D. Storey (Hon. Minister). The Premier announced on Tuesday that he would, on the following night, move to consider the expediency of bringing in a bill to extend the duration of Parliament. The probabilities are that such a measure will meet with the approval of the majority of the House and that an adjournment will be made to the middle of next year. This will enable the pie-bald administration to avoid criticism and conduct the affairs of the country in its own way, and without the interference of a militant Opposition. This unsatisfactory state of things cannot be avoided unless there be made a spontaneous, vigorous protest. It appears that Parliament as at present constituted, is in a position to defy its masters, the people and that it is quite prepared to do so.

THE RAILWAY BOARDS

No. 2 (LOCO. AND STORES) BOARD.

The Board is at present engaged in making inspections at Eveleigh.

No. 3 (TRAFFIC) BOARD.

The Board is now sitting in camera considering the Award.

THANKS TO THE AMALGAMATED

H. Pullin, of Collarenebri East, writes to the general secretary of the Amalgamated Association, stating that he has received the sum of 4/2 which had been refused to him while acting as ganger at the work of unloading coal. He desired to thank the Association for having assisted him to get this payment.

ABOUT STOPPING WATCHES.

Many times a Railway man comes near his end by a watch that is not reliable. A ganger in the back country has oft reported to me his narrow escape from being run over. Why risk your life when, for a few shillings, you can have your watch repaired and made absolutely reliable at

FRED MIDDLETON'S, Watchmaker and Jeweller, 767 George St. Late Manager Orchard's.

"Men don't usually go out on strike for the novelty of the thing, and when you find several thousand sincere, serious minded men quitting their jobs in a peaceful, thoughtful manner, there must be something wrong to influence these men to go out in this way."—Rev. F. K. Brown.

Personal

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

Mr. H. Vaughan reported that Mr. Maxwell, Safety-First representative, of Goulburn, recently visited Eveleigh, and was shown round the shops. The visitor was surprised to note the many improvements made through the efforts of the Safety-First Committee.

Last week Mr. F. W. Jamieson, inspector of the Newcastle railway district, who has been transferred to the metropolitan district, was presented by the Newcastle district superintendent, Mr. Melkiojohn, on behalf of his colleagues, with a silver cigar-case.

The new S.M. at the Central, Mr. J. Doig, is one of the oldest officers in the service. He joined in 1882, and has been in charge of every important station in the state.

Stated, by whose authority we know not, that Mr. Fraser will be appointed Chief Commissioner, Mr. Milne Deputy Chief Commissioner, and Messrs. Cann and Fox Assistant Commissioners.

The position of chairman of the new Railway Appeals Board will soon have to be filled. Mr. Burke, P.M. of Bathurst, or Mr. Payten, S.M. are mentioned as likely to receive the appointment.

Mr. J. Richardson, formerly of Uralia, is now acting S.M. at Deepwater.

Mr. E. D. Campbell, President of the Amalgamated Association, has been declared elected as representative of the Per. Way and Interlocking Section on the new Railways Appeals Board.

Miss E. Cartwright, daughter of Mr. W. Cartwright, of the per way department, Upper Manilla, has received an appointment in a private school as assistant teacher of the pianoforte. Miss S. M. Cartwright, after a short period in Stott and Honre's business college, has gained a scholarship and entered the training college of the Department of Public Instruction. Mr. A. W. Cartwright has joined the Australian Navy as a cadet; he gave up a promising position in the well-known firm of Foley Bros., Ltd., Sussex-street and successfully passed a competitive examination for the Railway service, but preferred to defend his country.

HOSPITAL FUND PARS

(By the Secretary.)

Mr. J. Magnal, of the wagon shops, Eveleigh, has gone to Prince Alfred Hospital. He expects to be about again soon.

Mr. W. J. Layton, of the traffic branch at Coonamble, has been in Lister hospital for four weeks, but is on his pins again.

Mr. J. Tievehart, per-way branch, and Mr. C. Regan, traffic branch, have been in Junee hospital, and are now convalescent.

Mr. Harry Martin, of the loco. branch, Goulburn, has been in Goulburn Hospital for 102 days. He is getting along as well as can be expected.

P. Clarke, per-way, Helensburgh; W. Goldsmith, tram traffic; F. N. Cheer, loco. Hornsby; H. Matthews, tram per-way; E. Isenhoud, loco, Inverell; B. Evans, wagon shops, Clyde, and S. Farthing, Sydney per-way, have been in Sydney Hospital, but are all on their jobs again and are pleased with the treatment they received.

Mr. C. Flack, of the per-way branch, Hay, has been in Hay hospital for 42 days. He has caught hold of the "beater" again and is gaining strength every day.

A comrade from West Australia called the other day to obtain some information about the working of the N.S.W. Fund. He was much impressed with its management and the amount of good it was doing. He takes copies of our literature back to W.A.

In South Australia there are no Hospital Fund collectors. On a certain day the collection is taken from the pay of the men by the Commissioner for Railways, and a cheque is handed over for the amount to the Trustees of the Fund. The man who does not send his name it time must stand down until the following year. Last year the sum reaching £650 and is growing into favor with hospitals and men. This method of collection has a lot to commend in it.

Eveleigh loco. shop has the largest Safety-First Committee in the State. Of 190 suggestions put forward by the committee no less than 170 have been carried into effect.

THE POLITICAL RIGHTS OF RAILWAYMEN.

SPEECH BY THE SOUTH AFRICAN MINISTER FOR RAILWAYS.

GOVERNMENT HONOURS ITS PROMISES.

Men Given Full Political Privileges.

The "Times of Natal" reports a speech made by Mr. H. Burton, the Minister for Railways, at Ladysmith, on August 20th.

During the speech the Minister referred to a question which, it appears, had excited a good deal of attention and alarm, namely the political rights of railway servants. It was felt to be a grievance, said the Minister, that new regulations should deprive a railway servant, if he unsuccessfully contested a Parliamentary seat, of the right to be taken on again without any break in his service. On his merits, if this question stood alone, it had not a leg to stand upon. The principle of allowing servants of the Government to become active politicians was, in his mind, radically unsound, for the simple reason that you interfere—and, of course, you must interfere, if such use is made of the privileges—with the stipulation which demands that the whole attention of railway servants shall be devoted to their work, and therefore political activity was an undesirable thing. So far as he was able to glean from information regarding this question in other countries, which he thought was fairly correct and complete, there was

NOT A SINGLE INSTANCE

where the conditions claimed by the Union railwaymen had been allowed. He had specially studied Australia, because one would naturally expect such conditions as were sought would be in vogue in a country where the Labour Party held such dominance. In no individual State, nor under the Federal regime, was this so-called privilege of political activity allowed. It was, on the contrary, forbidden. The rule in Australia was that a public servant must give his services wholeheartedly and unreservedly to the State. His political activities were restricted to the exercise of the franchise, and nothing more. The opinion which he (the Minister) had expressed was held in the very countries where one might expect to find an expression to the contrary. If the matter rested upon its merits, he would have no hesitation in adhering to the new regulation. Unfortunately it did not stand entirely on its own merits, because in July, 1913, owing to pressure of circumstances

THE PRIME MINISTER GAVE AN UNDERTAKING

expressing that, with a view to a satisfactory solution of the then difficulties, political freedom should be allowed to railway servants, and that they could stand for election, and if they did not succeed in getting returned they would be permitted to resume their employment. It was clear that the Government was in honour bound to adhere to that undertaking. In looking through Hansard, he had not been able to find any pronouncement by the Government to go back on the undertaking. On the contrary, he found that it had been brought to his notice that in February, 1914, in the very session which had met to indemnify the Government for its action in the strike, in answer to a question as to whether the undertaking referred to had been given by the Government, the Prime Minister, speaking on behalf of the Government, said: "Yes, and that the men had been notified accordingly." Continuing, Mr. Burton said that there was no doubt, owing to the circumstances, that the railway servants would have said that the Government did not keep its word, and had not kept faith, and solely in view of that, and the desire that, never mind how unpardonable it might be, there was something still higher than considerations of that sort, he wished to say that the Government

HAD NOT GONE BACK ON ITS WORD.

and, wrong as he thought it was in principle, he thought this consideration above all others, particularly at a time when we must recognise how much Civil Servants and railwaymen had done and were doing in the war, and it would be most unfortunate if such an impression were created. (Applause.) He wanted to say that he wished to recall this particular regulation, and that was that the promise made by the Prime Minister in July, 1913, should be carried out. (Cheers.)

There was an impression abroad, continued Mr. Burton, that these men at that time were given full political privileges. He did not know what that was, and therefore the promise made that a man should not be compelled to resign if unsuccessful in a political campaign would be revived and carried out; but he did not say, in fact he said to the contrary, that the regulations as to the carrying on of a political campaign must be preserved. There was yet another idea which seemed to be abroad, and that was that a man had no right to ask a question at a political meeting. This was not so. It was open to everybody to ask ques-

"THE BLACKLEG STATES." COMPULSIONIST PHILOSOPHY.

Anti-Australian Sentiments.

Some days ago the Sydney "Sun" published the following contribution from H. L. Owen, Mowberry Road, Chatswood:—

"Seeing that New South Wales, South Australia, and Queensland are against helping their fighting men, they should drop right out, and recall all troops, and give up the business. This should save their men from eventually being butchered. The loyal States of Victoria, Tasmania and West Australia should carry on by conscription, but the fighting units in France should be called by the names of their States—not Australian, but Victorians, Tasmanians, and Westralians. The line, of course, would be shortened by the withdrawal of the other States. The British, as it is their war, and not New South Wales's war, could take over the line left vacant by the withdrawal of the troops from the blackleg States. Then, when the settling up takes place, those States who fought for the Empire would receive the benefits."

I am a Victorian, and am glad to own it now, although New South Wales always thought they could crow over us simple folk down south. Yet, when it is all said and done, I am fully convinced Victoria could wipe the floor with New South Wales in all things, especially now in honoring the scrap of paper. I hereby award New South Wales the Grand Order of the Iron Cross for its majority for No. 120,000—it has been well earned."

It seems plain that Mr. Owen was suffering from cerebral disturbance due to the shock produced by the Referendum figures, and the "Sun" being similarly afflicted gave Mr. Owen the publicity he desired for the expression of his disappointment.

Seriously it seems rather extraordinary that a paper that aspires to represent Australian thought and sentiment should lend countenance to the expression of such violently anti-Australian sentiments. Quite apart from the obvious misrepresentation of facts, it is greatly to be regretted that the flames of bitter antagonism aroused by abuse and recrimination during the recent campaign, should be kindled afresh by wholly unnecessary and untruthful public statements as to the effect of the referendum vote.

Comparisons may be odious, but they are sometimes necessary. By grace of 10 votes in every thousand, Victorians (who by 300,405 to 285,159 votes have so far carried the conscription proposal) are classed as loyalists by Mr. Owen, whilst N. S. Welshmen (289,482 of whom voted for conscription) are members of a "Blackleg State." But this conception of an apparently unbalanced mind is a weak and tottery effort compared to the recklessness of this "Proud Victorian's" braggart challenge that "Victoria could wipe the floor with New South Wales, in all things, especially in honoring the "scrap of paper."

What are the actual facts? Take as the first instance the position of the two States as far as voluntary recruiting is concerned. (Although the figures up to the present date are not readily available we have the return tabled in the Federal Parliament on May 9 of this year. The fact was stated that up to May 6, 1916, there had embarked from Australia 189,000 troops and there were in training camps 62,000, making a total of 251,000. Of this total the N.S.W. Military District (which it may be said does not include portions of this State from which recruits are included respectively in Victorian, South Australian, and Queensland Districts returns) had embarked 72,466 and had in training 20,263, or a total of 92,729. Against this Victoria had embarked 52,087, and had in training 18,231, or a total of 70,318.

Another illustration of the same difference will be found in the published statements showing the response to the Prime Minister's recent appeal for 50,000 recruits, which covered the period from December 1, 1915 to February 25, 1916. Of the total number required, with reinforcements, the Military Districts were expected to furnish: N.S.W. 53,290 and Victoria 53,060 men. For the period under review the figures given were as follows:—Number required for period, N.S.W. 22,162; Victoria, 22,100. Enlistments—N.S.W., 17,406; Victoria, 13,348. Shortage, N.S.W. 4,756; Victoria, 8,752.

Again N.S.W. has contributed by voluntary effort, £2,478,694 towards patriotic funds, against Victoria's contribution of £1,313,849, which represents on a population basis roughly 26/6 per head for N.S.W. and 18/6 for Victoria.

If anything further were needed to steady Mr. Owen's agitation, one has only to give the figures relating to the recent War Loan Subscription by the two States which are as follows:—N.S.W., £26,508,180; Victoria, £20,902,440.

So long as he (Mr. Burton) was Minister of Railways, however, he would not address any special meeting of railwaymen, but at his meetings it was open for any man to ask questions in the ordinary way.

GRAPPLING WITH A CRISIS.

Railwaymen and the Eight Hour Day.

A CALAMITY AVERTED BY THE PROMPT ACTION OF WOODROW WILSON.

How a Big Man Made Good.

EXAMPLE TO AUSTRALIAN LEADERS.

A few weeks ago the American railway employees secured an eight-hour day despite the violent opposition of the big railway companies. The victory was the outcome of organisation on the part of the railway men. The representatives of some 400,000 railway workers met in New York and a ballot was taken in the unions as to whether there should be a strike or not. The men were determined to fight to a finish. They were weary of the protraction and delays and plots and cunning devices of the employers and they decided to hold up the whole of the railways of the United States if the eight-hour day and time and a half for overtime were not granted by September 4th. This ultimatum caused the utmost consternation, for it meant national paralysis. The men stood firm. It was discovered that there was no way of escape from the crisis but one, the granting of the men's demands.

One man rose to the occasion. That was the President, Woodrow Wilson—the man who is supposed to be a gastropod, a creature without a backbone that habitually crawls about on its stomach. He took in the whole situation, called a joint session of the two houses of Congress on August 29th—six days' before the termination of the ultimatum and demanded the passage of a bill to compel the railway companies to grant the concessions asked for by their employees. And Congress passed the measure in response to Wilson's request just in time to prevent a national calamity.

The speech delivered by President Wilson before the joint session is worth placing upon record for the benefit of the Australian workers. It marks the effort of a great man to grapple with a great problem at a time of emergency and it should be read with interest on this side of the Pacific.

THE PRESIDENT'S SPEECH.

"I have come to you to seek your assistance in dealing with a very grave situation which has arisen out of the demand of the employees of the railroads engaged in freight train service that they be granted an eight hour working day, safeguarded by payment for an hour and a half of service for every hour of work beyond the eight.

The matter has been agitated for more than a year. The public has been made familiar with the demands of the men and the arguments urged in favour of them, and even more familiar with the objections of the railroads and their counter demand that certain privileges now enjoyed by their men and certain bases of payment worked out through many years of contest be re-considered, especially in their relation to the adoption of an eight hour day. The matter came some three weeks ago to a final issue and resulted in a complete deadlock between the parties. The means provided by law for the mediation of the controversy failed and the means of arbitration for which the law provides were rejected. The representatives of the railway executives proposed that the demands of the men be submitted in their entirety to arbitration, along with certain questions of readjustment as to pay and conditions of employment which seemed to them to be either closely associated with the demands or to call for reconsideration on their own merits;

THE MEN ABSOLUTELY DECLINED ARBITRATION.

especially if any of their established privileges were by that means to be drawn again in question. The law in the matter put no compulsion upon them. The four hundred thousand men from whom the demands proceeded had voted to strike if their demands were refused; the strike was imminent; it has since been set for the fourth of September next. It affects the men who man the freight trains on practically every railway in the country. The freight service throughout the United States must stand still until their places are filled, if, indeed, it should prove possible to fill them at all. Cities will be cut off from their food supplies, the whole commerce of the nation will be paralyzed, men of every sort and occupation will be thrown out of employment, countless thousands will in all likelihood be brought, it may be, to the very point of starvation, and a tragical national calamity brought on, to be added to the other distresses of the time, because no basis of accommodation or settlement has been found.

Just so soon as it became evident that mediation under the existing law had failed and that arbitration had been rendered impossible by the attitude of the men, I considered it my duty to confer with the representatives of both the railroads and the brotherhoods, and myself offer mediation, not as an arbitrator, but merely as spokesman of the nation, in the interest of justice, indeed, and as a friend of both parties.

I yielded to no man in firm adherence. Like of conviction and of purpose, to the principle of arbitration in industrial disputes; but MATTERS HAVE COME TO A SUDDEN CRISIS. In this particular dispute and the country had been caught unprovided with any practicable means of enforcing that conviction in practice (by whose fault we will not now stop to inquire). A situation had to be met whose elements and fixed conditions were indisputable. The practical and patriotic course to pursue, as it seemed to me, was to secure immediate peace by conceding the one thing in the demands of the men which society itself and any arbitrator who represented public sentiment were most likely to approve, and immediately lay the foundations for securing arbitration with regard to everything else involved. The event has confirmed that judgment. I was seeking to compose the present in order to safeguard the future; for I wished an atmosphere of peace and friendly co-operation in which to take counsel with the representatives of the nation with regard to the best means for providing, so far as it might prove possible to provide, against the recurrence of such unhappy situations in the future—the best and most practicable means of securing calm and fair arbitration of all industrial disputes in the days to come. This is assuredly the best way of vindicating a principle, namely, having failed to make certain of its observance in the present, to make certain of its observance in the future.

But I could only propose, I could not govern the will of others who took an entirely different view of the circumstances of the case, who even refused to admit the circumstances to be what they have turned out to be. Having failed to bring the parties to this critical controversy to an accommodation, therefore, I TURN TO YOU, deeming it clearly our duty as public servants to leave nothing undone that we can do to safeguard the life and interests of the nation. In the spirit of such a purpose, I earnestly recommend the following legislation. First, immediate provision for the enlargement and administrative re-organisation of the Interstate Commerce Commission along the lines embodied in the bill recently passed by the House of Representatives and now awaiting action by the Senate; in order that the Commission may be enabled to deal with the many great and various duties now devolving upon it with a promptness and thoroughness which are with its present constitution and means of action practically impossible. Second, the establishment of an eight hour day as the legal basis alike of work and of wages in the employment of all railway employees who are actually engaged in the work of operating trains in interstate transportation. Third, the authorization of the appointment by the President of a small body of men to observe the actual results in experience of the adoption of the eight hour day in railway transportation alike for the men and for the railroads; its effects in the matter of operating costs, in the application of the existing practices and agreements to the new conditions, and in all other practical aspects, with the provision that the investigators shall report their conclusions to the Congress at the earliest possible date, but without recommendation as to legislative action; in order that the public may learn FROM AN UNPREJUDICED SOURCE, just what actual developments have ensued. Fourth, explicit approval by the Congress of the consideration by the Interstate Commerce Commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary by the adoption of the eight hour day and which have not been offset by administrative readjustments and economies, should the facts disclosed justify the increase. Fifth, an amendment of the existing federal statute which provides for the mediation, conciliation, and arbitration of such controversies as the present by adding to it a provision that in case the methods of accommodation now provided for should fail, a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted. And, sixth, the lodgment in the hands of the executive power, in case of military necessity, to take control of such portions and such rolling stock of the railways of the country as may be required for military use and to operate them for military purposes, with authority to draft into the military service of the United States such train crews and administrative officials as the circumstances require for their safe and efficient use.

pose, to the principle of arbitration in industrial disputes; but

MATTERS HAVE COME TO A SUDDEN CRISIS.

circumstances render this duty, particularly obvious. Almost the entire military force of the nation is stationed upon the Mexican border to guard our territory against hostile raids. It must be supplied, and steadily supplied, with whatever it needs for its maintenance and efficiency. If it should be necessary for purposes of national defence to transfer any portion of it upon short notice to some other part of the country, for reasons now unenforced, ample means of transportation must be available, and available without delay. The power conferred in this matter should be CAREFULLY AND EXPLICITLY LIMITED to cases of military necessity, but in all such cases it should be clear and ample.

There is one other thing we should do if we are true champions of arbitration. We should make all arbitral judgments by record of a court of law in order that their interpretation and enforcement may be, not with one of the parties to the arbitration, but with an impartial and authoritative tribunal.

These things I urge upon you, not in haste merely as a means of meeting a present emergency, but as permanent and necessary additions to the law of the land, suggested, indeed, by circumstances we had hoped never to see, but imperative as well as just, if such emergencies are to be prevented in the future. I feel that no extended argument is needed to commend them to your favorable consideration. They demonstrate themselves. The time and the occasion only give emphasis to their importance. We need them now and we shall continue to need them.

THE ESCAPE VALVE.

THAT EVELEIGH MEETING.

Writes Horace Vaughan: "I have read your statement very carefully in reference to the recent disorderly meeting at Eveleigh works shop. In the first place, there was no necessity for Mr. Hansen to rush into print, and try and bring discredit upon his shop mates, who are just as loyal to the flag we live under as he is. The ladies that came to that meeting need not take offence at what transpired. What the men did on that occasion was meant as a protest against Mr. Hansen himself. A few weeks ago at a mass meeting of the whole of the men, a resolution was carried, "That this meeting has no further confidence in Mr. Hansen as secretary of the Vigilance Committee, re the Zuker (Hitter) case, and call upon the Vigilance Committee to elect another secretary." That motion was carried almost unanimously by a large body of men. The manager (Mr. Scouler) was informed of that motion. The men, to show their protest against his action, counted both Mr. Scouler and Mr. Hansen out. I do not hold with this hooting and counting out business at all; no reasonable men do, but that is the explanation. You say that Hansen chastised us (I suppose I am one). You need not worry in the least about the men at the loco; they are quite able to look after themselves, and don't need Hansen or other persons to expound their views. Perhaps after Hansen has been a few more years in the service he will learn to respect the wishes of his shop mates. I have lived among these men of the loco, all my life, and don't want to live with any better body of men. They would give their last shilling to any cause, but they are averse to mere exhibitions of lip loyalty and the waving about of Union Jacks. Can Hansen point to anything that he has done in his own time, such as making chairs, bed side lockers, or any other Red Cross work? Can he say that he has stopped behind of an evening; or Saturday afternoon to help in this patriotic work? There is no need for Hansen to tell us what Mr. Scouler has done for us men or the men that have gone away, we are quite aware of what he has done. We have a splendid memory as a body. We hope to remember Hansen's letter to the "Telegraph" and his endeavor to get into the lime-light at our expense. The men remembered him some time ago on the Safety-First, when he polled a vote of 298 out of 2500. I had hoped that Hansen had learnt his lesson with rushing to learn, but it appears not."

SAFE GUARDING THE CONSTITUTION.

"Wireless"; Sir Gerald Strickland has put the acid on Holman and his reactionaries. It is well known that Sir Gerald is a strict constitutionalist, and a very experienced interpreter of Constitutional precedence, practice and usage in various crown colonies. He is a level-headed, unobtrusive man, but a very firm stickler on crown prerogatives. When the Wade amendment was carried it carried more censure force than Durack's motion, and practically placed the Opposition in office. The Holman Ministry is doomed, and the arch ratter on Labor has been hoisted with his own petard. His Excellency would not allow himself to be advised by a discredited Ministry, and lost no time in informing Holman and Co. of the fact.

WHEN IN NYNGAN, GO TO GILLESPIES.

RAILWAY HAIRDRESSING SALOON.

PANJEE STREET, NYNGAN.

FIRST CLASS HANDS.

It will be interesting to watch the re-shuffle of the cards. A coalition government is just as great a breach of the constitution as is the advice of a minority Ministry. Labor has not been defeated at the poll, and is not likely to be, and the Holman-Wade crowd know it. They are now afraid to face their masters. Truly it is a pretty kettle of fish, and a big burst up is imminent. The cry of a National Party is a far fetched one, and it is a question for the people to decide. The Federal quagmire is worse because there is no possible hope of the Senate and the Lower Chamber passing a resolution to submit to the Governor General for a new lease of life on a National basis. Jack Haynes is quite right. Haynes knows the four corners of the Constitution better than most men. He is not admired, but there was a time when Haynes could draw blood with his logical quill. He cogently summed up the position the other night and now His Excellency has thrown down his gauntlet.

(The situation has changed since "Wireless"'s contribution was set in type. Mr. Holman, with the Governor's consent, has formed a new Ministry.—Edt.)

DUTIES OF A GOODS PORTER.

The Job Not a Sinecure.

P.S. (Albury) writes: "I have read with interest the evidence given before No. 3 Board. I notice that one witness does not give the goods porters credit. I happen to be one of these non-intelligent goods porters; perhaps if he were to take a walk down to this part, he would see what the duties of a porter in charge of a shed on a border town are. Why does he think that a man should have to be intelligent on a platform? As far as I see of platform work its the same day after day, and I'm not far wrong when I say that I could do it if possessed of less intelligence. Re appearances, no wonder a goods porter cannot appear up to the mark when he has no uniform. That is what makes porters look well. Also, this witness forgets that an up-to-date goods porter has to carry half a dozen blankets on his back. I head; (2) arm waved inwardly across the body; (3) a green light waved slowly up and down (4) a green light waved slowly from side to side across the body.

RETURN THANKS.

Queen-street, Campbelltown.

I desire to return my heartfelt thanks to Mr. D. Considine, Mrs. Considine, Messrs. Richards, J. Johnson, Andrew Collins, and all others, for their extreme kindness in my sad bereavement. Thanking one and all.

Mrs. S. Mason, late of Wallerawang.

Mrs. Wright of Erskville, desires to thank all railway employees that generously donated towards Fireman Wright, who was killed by a train recently, on his way home from duty.

What Railway and Tramway Men, also their Wives, and Families get for their Money.

Under my scheme of making all my Fees up on a fixed basis and "NOT FROM" as is very frequently done in the Dental profession you would be charged the following:—

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QUESTION BOX

(Conducted by "Uncle Remus")

HAND SIGNALS.

In last week's "Co-operator" I remarked that quite a number of men are often very wide of the mark with hand signals. There is one signal in particular that is of the first importance, that is the "Move forward slowly" signal, and I desire to direct the attention of all concerned to the difference between it and a "Move Forward" Signal, and take the whole of the hand signals day and night as laid down in Rules and Regulations, pages 33 to 45.

Question: What are hand signals? Answer: Signals made of the use of hand flags by day and hand-lamps at night, and in foggy weather.

Question: What color indicates danger? Answer: Red.

Question: Are there any other methods of indicating danger in the absence of a red light? Answer: Any light waved violently donates danger (see Rule 71).

Question: What are the hand signals for the following movements when shunting at night: (1) Move forward; (2) move back; (3) move forward slowly; (4) move back slowly? Answer: (1) A white light waved slowly up and down; (2) a white light waved slowly from side across the body; (3) a green light waved slowly up and down (4) a green light waved slowly from side to side across the body.

Question: What are the hand signals for the following movements in shunting operations? (1) Move forward; (2) move forward slowly; (3) move back; (4) move back slowly? Answer: (1) Arm waved outwardly from the body; (2) arm waved outwardly from the body, and the other arm held above the head; (3) arm waved inwardly across the body; (4) arm waved inwardly across the body, and the other arm held above the head. (See Rule 72).

These signals when properly given could not be mistaken, except by most careless persons, and they protect both life and property in the ever dangerous shunting operations inseparable from railway work. I would like to draw special attention to the difference between the "move forward" and the "move forward slowly" signal. They are very often confounded and are of the greatest importance in platform work, and whilst shunting. To move forward a white light is used, but to move forward "slowly" which is a very different thing, a green light is used. Take for instance, platform duties. How often does it happen that a train must go forward to bring the end carriages to the platform. It is above all things a desirable slow movement. So it is in shunting where a few truck lengths clear the points, and perhaps finish the operation.

Henry Ford, the motor manufacturer, announces a minimum wage to all women employed in his factories of five dollars a day, the same as the men. This is the first occasion a large American employer has given women a wage an equality with men.

The latest statistics of the French Labor Department show that, by the close of the war, there will be at least 1,750,000 more women than men in the Republic. How French capitalists must love war!

THE HOUSEKEEPER.

A Salad of Sweetbread. Roll sweetbreads until tender, blanch, chill and cut into dice. Mix with mayonnaise dressing and serve on lettuce leaves.

Shrimp Salad.

A similar shrimp salad is made by flaking the cooked shrimps—canned ones may be used—and mixing thoroughly with French dressing, and serving on lettuce. They may also be mixed with diced celery or cucumbers.

Cauliflower Salad.

Boil cauliflower and drain it thoroughly. Break it into sections and serve on lettuce with mayonnaise. Garnish with diced tomato.

Bacon Salad.

Broil bacon until it is crisp and chop it into coarse pieces. Serve on crisp lettuce leaves, with mayonnaise. Or else arrange slices of tomato on lettuce leaves and sprinkle the bacon over them and serve with mayonnaise.

APPRECIATION THE SPICE OF LIFE.

Kinds Words Brighten Weary Days.

Appreciation is the spice of life. Without it existence becomes flat and dreary. We all crave it and find the better for having it. Then why should we be so chary about showing appreciation?

Even the gravest days can be brightened by the expression of appreciation for some service we have done. If we are feeling "blue" and discouraged we can be cheered by a few words of sincere thanks, showing that our efforts have not gone unnoticed.

This is equally true of the girl behind the counter, the woman lawyer or doctor, the lady of letters in her automobile and the girl stenographer. The woman of wealth likes to have her kindness appreciated just as much as the shopgirl does.

We all give out too little appreciation and expect too much. Each one of us can send rays of sunshine into the lives about us by showing appreciation for the courtesies tendered us.

After all, real courtesy is very seldom found, and when we meet it, whether it be extended by a railway guard or a shopgirl, we should show that we appreciate it. Otherwise those who have taken the pains to be courteous will be hopelessly discouraged.

SIMPLE MORNING FROCKS

Many Pretty Ones Are Made of Striped Gingham.

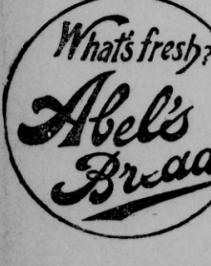
Of all fabrics chosen for the simple morning frock gingham is the most generally satisfactory, and of all designs this season the striped sorts are in the lead.

The chief advantage about striped fabrics is that they actually trim themselves, when carefully planned in the making.

A striped gingham in red, gray and white is very attractive when made up as a straight-gored skirt, made up on the lengthwise of the stripe, with large stitched pockets running in the opposite direction. A deep yoke and sleeve portion is made with the stripes running crosswise, with a lower waist section of stripes running up and down.

Striped gingham made with the stripes running diagonally, meeting at an angle at the seam running from the hips down the side of the skirt, is also attractive.

POULTRY KEEPING reduces living expenses if THORPE'S WAY is followed. Poultry Notes posted free monthly to all interested. THORPE'S LTD., POULTRY FOOD SPECIALISTS, 315 Sussex Street, Sydney.



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THE AFFAIRS OF WOMEN

I am Always at the Disposal of our Women Readers.



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

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

MEMORIES.

A Little Ragged Handkerchief.

A short while ago (writes a correspondent) I was watching a dear friend of mine engaged in her weekly task of ironing. I watched the wrinkles disappear in piece after piece as her deft fingers passed the iron to and fro, while we were engaged in a social chat.

Presently I saw her take up a handkerchief, hand turned hem with lace border, with small even holes all over it and the lace cut nearly across, in places. Her face changed for a moment, and her eyes filled with tears, as tenderly she straightened out the ragged piece, and then ironed it so carefully. When she saw my look of surprise and curiosity, she went on to explain. There had been a little boy—once—oh! so many long years ago it seemed. He was spared him to her just such a few short years, to endure hardship to her heart and life. He was beginning to toddle all over, and his dear childish prattle could be heard continually when he was not asleep. He toddled to the work basket one day, when she was busily engaged elsewhere. He found the folded handkerchief and "Madder's" button-hole scissors. Such funny little things, and he tried them just like Madder does, and the result was the above-mentioned piece of linen and lace. Then a day came when he was carried out of her home, and his childish prattle was heard there no more, and it seemed as if the very best went out of her life—and the days never were the same again; and the little ragged handkerchief was treasured as precious gold in the lonely sorrowing heart and the memory was precious and dear of him.

HURRY AND WORRY.

When in a Hurry go Slow.

A great deal of excitement, hurly-burly, and rush of every-day life is to no purpose whatever. When it is necessary to make haste, do so calmly, without excitement and needless exertion. The strain of this hurry and rush so contracts the muscles that they cannot engage in rapid locomotion without undue exertion, and, consequently, unnecessary fatigue. In fact, some people are so chronically rushed that they cannot take time to eat, to breathe, or to sleep in a natural and normal manner.

They have the hurry habit so thoroughly established that they race up and down stairs, rush from one room to another, and go through all sorts of uncalculated exertion simply because they have "such a terrible day's work on hand" or "so much to do that they are driven to death!"

Some day, we will pay more attention to muscular and nervous coordination. We may progress to the point where we shall learn how to rest the unused portions of the body while the active groups of nerves and muscles are engaged in their necessary work.

WAR TIME CONTRASTS.

Says an English paper: "The aristocrat of the Show Pomeranian dogs held at the Holborn Hall yesterday, was Fairy Prince, a cream and sable four-year-old, exhibited by Colonel Claude Cane, County Kildare. Fairy Prince, according to the catalogue is valued by its owner at £5000. There were over 100 of these dogs, which are of Prussian origin, in the show. Most of them had silk curtains to their cages or came in splendidly upholstered travelling boxes. Each had its kennel maid, its brushes and combs and scent sprays, and one had a vase of cut flowers in its kennel. Facing the Holborn Hall is a large poster on economy, and dealing with 'bad form in dress.'"

WHEN MOTHER READS A STORY

When mother reads a story jes' before we go to bed, There's not one of all of us that is a sleepy head; We gather round and crowd up close about her rockin' chair, An' as she reads I sit an' watch a' glowin' on her hair, Oh! Jimmy's eyes got big as plates, an' Mary sometimes squeals, An' Betty sits with tear-stained face because she sorter feels Real sorry for the dragon when the hero kills him dead; When mother reads a story jes' before we go to bed.

When mother reads a story jes' before we go to bed, I lean up close an' hold the books so she can pat my head; For when the giant's yellin' fierce, it's awful nice to know 'That mother's arm is holdin' you an' will not let you go! Oh! Buddy's mouth falls open most, he gets so filled with fear, An' Helen's eyes glow bright like stars; an' when the end is near We hear the words, "They happy lived fer ever—it was said," When mother reads a story jes' before we go to bed.

FOOD FOR THE CHILDREN.

Appetising Dishes that Please the Young Folk.

Prepare chicken, beef or lamb broth, and store it in small fruit jars the same way that canned fruit is stored. Seal in sterilised jars when at the boiling point. Serve with this carefully cooked macaroni or spaghetti, or potatoes baked in a very hot oven.

Use canned spinach or peas when making purées. A child of thirty months, or even younger, may have a purée of mild onions in small quantity. The pulp of stewed prunes of the juice of berries may be given either at breakfast or dinner. Grape juice may be given in any quantity to a child.

Bananas are wholesome if thoroughly baked. Fruit juice may be used with gelatin for a dessert in the proportion of one tablespoonful of gelatin with one cup and a half of fruit juice, one-fourth of a cup of sugar and one-fourth of a cup of water. Use the water to dissolve the gelatin, then add the sugar and fruit juice.

Tapoca may be cooked in fruit juice, one-fourth of a cup in a pint of juice. The addition of one or two eggs, beaten very lightly, makes the dish more nutritious.

DRESSY WAISTS.

The Sleeves of Many Are Long and Slightly Full.

Wash satins are used for white and pastel colored waists. Cotton voile and novelty cottons are in corded effects or in pin stripes. Often there is a touch of color in the trimming to bring the waist into harmony with the suit worn.

Waists of colored voile often have white collars, cuffs, vests, buttons and embroidery. Sheer silk crepe, chiffon lace and net are used for dressy waists.

The sleeves in many of the new waists are long and slightly fuller. The sleeves of models of sheer silk crepe, net, lace or chiffon are very full. Collars are low, high, convertible and flaring.

BEADED BELTS

Many are made in Pretty Designs and Colors.

Some belts are made entirely of beads in various colors. The beads are so arranged that there is a distinct design, in some cases introducing figures.

A belt of black patent leather has a design done in black and white beads. Another is in check-board effect done in bugle beads. There are others of suede, in bright colors, liberally sprinkled with beads of a strongly contrasting tone.

Following the fancy for narrow strap effects, some belts are made of several narrow strips of suede and are joined with bead motifs of various designs.

A CONSPIRACY OF SCIENCE

CHILDREN AND SEX HYGIENE.

(By Margaret Kearney.)

(A woman's opinion of the relations of the sexes, and the need for imparting a knowledge of it to the young.)

Knowledge is not only a power, but a tremendous safeguard against the perils of ignorance. "Out of evil cometh good" is an adage likely to be verified if the universal recognition of the dangers of syphilitic diseases be one of the outcomes of the present war. These diseases for untold centuries have been waging death, desolation and havoc upon mankind, and society has joined hands with them in a conspiracy of silence. Hand in hand with this conspiracy of silence has also walked another conspiracy of science regarding sex hygiene and sex instruction, of girls in particular. There is no other subject so important to humanity as that of the relations of the sexes, about which parents have preserved such profound silence.

A proper understanding of this question is destined to bring more good to the human race than any other movement of modern times, in that it will tear off from society its mask of prudery and false modesty, and will start youth and maiden out in life with pure, clean, scientific knowledge of their bodies. The result will inevitably be the safeguarding of their health, their homes, and future families.

If girls when they first go out from the home were properly armed and safeguarded with a scientific knowledge of themselves, if they were imbued with the marvellous preciousness of the jewel of virtue, which holds sacred the power entrusted to them by their Creator, dishonor would be far less common than it is. Thus far girls have been brought up in the belief that there were certain questions, certain things in their lives of which they were not supposed to know anything. No matter how troubled or perplexed they might be by the vague yearnings of their nature, even their mothers were not sufficiently close to talk to them about these matters. Social conventions, traditions centuries of years old, commanded silence upon the most important facts of life. Practically all that children learnt regarding this subject was by inference from vulgar jokes and innuendoes, and all sorts of distorted information which they picked up from questionable sources, but not a particle of instruction did they receive from those they respected and revered.

"Why didn't my parents tell me the truth about myself? Why didn't they hang out the danger signal upon the sex rocks and reefs before it was too late?" has been the bitter cry of many young people who have been wrecked on these rocks and reefs. It may be hard for the parent to overcome traditional custom, and tell boys and girls frankly, the truth about their own bodies, but ignorance of the subject is fatal, and no parent can afford to delegate the sacred duty to teachers, or even to the family doctor. To do so would weaken that most precious of all bonds between parent and child—unquestioning confidence and sweet trust. The writer believes that the mother is the safest link in connecting children with this whole mystery of sex. Because of her motherly love, superior tact, and marvellous instinct there is infinitely less danger of her startling or shocking the awakening young nature. Men are more awkward in their language. To the children, especially when they are young, there is nothing in this world so sacred as the mother. What she says carries more weight than what the father or the teacher says. When the boy approaches manhood, then the father may safely assume the office of confidant and instructor of his son, but during his very tender years his mother should be his guide.

The sexual instinct develops more rapidly than the judgment, so that the growing boy or girl are not always normal. They have not the same perspective as older people, hence they are much more easily influenced and led astray. It is ignorance rather than inclination that ruins most girls that go astray. They instinctively want to do right. They love cleanliness and purity but the vicious take advantage of their ignorance, and play upon their finer sensibilities, their greater sympathy, and their longings for love and admiration. Thousands of young girls

ARE RUINED BECAUSE OF THEIR INNOCENCE AND IGNORANCE, WHICH REALLY CONSTITUTE THEIR GREATEST ATTRACTION.

Finally, it seems incomprehensible to modern progressive people that society could so long have conspired to pass over in silence this vital subject, and continue to expose millions of young people to the frightful dangers accruing from ignorance. Vice has been kept from the light, shielded and protected by a senseless, cruel, criminal prudery, until to-day we have the red plague, and the plague of white slavery, two plagues each one infinitely for more disastrous than the black plague course of the Middle Ages. The greatest fact of nature which was evidently regarded by the Creator as the most sacred of all impulses, has been tabooed as something shameful. The wise use of this instinct has brought the greatest blessings to mankind, while its perversion, its misuse, its misdirection, has brought the greatest evils, mental, moral, and physical.

With Care and Judgment in Handling, It Can be Made to Perform Double Duty.

HOW TO CONSERVE HOUSE LINEN

With Care and Judgment in Handling, It Can be Made to Perform Double Duty.

With linen not only rising perceptibly in price month by month, but also growing more and more scarce, it behooves the housewife to conserve her supply in every way possible, for the time may come when, even though she were willing, she might find it impossible to renew it.

With care and judgment in its handling, the household linen can be made to do almost double duty. Otherwise the various articles will neither be kept in the best condition during their period of service, nor put to the best uses when their original purpose can no longer be served.

Care in Folding Table Linen. Among the many details to be observed is that of the seemingly simple one of folding the table linen. On this depends largely the service it will give, though many think of the folding as a task to be measured only in terms of appearance.

See that the table linen is not folded every time in exactly the same place. If this precaution is not taken, lines of wear will appear along the creases. Make it a point to fold the napkins one week in three and the next in four parts. In this way there will be only half the wear and tear on the creases.

The Table Cloth. Follow the same rule with tablecloths. But when the break comes, or better still, before, reinforce the thin places by some cleverly placed stitches.

If threads are ravelled out from a piece of table linen, they will be found excellent for repairing of this nature. The darning carefully done, the weak spot can scarcely be detected, and the day of the appearance of a hole proper will be long delayed. Serviettes which have finally broken and can no longer be used at the table may be cut down and made into serving napkins, or as covering for the dish of hot muffins, corn, fish or other footstuff.

WOMEN TICKET SELLERS.

Women are now employed at the ticket windows at the Central Railway Station. It is stated that they can do the work quite as well as men and that they will supersede men at the majority of suburban stations in the course of the next few weeks. It is not stated whether they receive the same wages as the men they have displaced. If they are receiving less and if it is true they do the work as well, then they should demand the same rates of pay.

MAKE YOUR OWN COUGH MIXTURE.

A pint of the finest quality remedy for coughs, colds and throat troubles—equal to 12s. worth of ordinary mixtures—may be made in a few minutes by adding 2s. worth of HEAN'S ESSENCE to water and sweetening. Sir Rider Haggard, the famous novelist, who recently visited Australia, wrote on the eve of his departure: "You will be interested to know that I am taking a supply of HEAN'S ESSENCE away with me. Upon my return to England I shall be pleased to bring its merits under the notice of my friends." HEAN'S ESSENCE is obtainable from all leading chemists and stores.

Best Orange Lemon and Mandarin Trees, Bone Fruits, 1/6 each. Choice Rose Plants 1/- each, 10/6 doz. English Privet, 10/- per 100. V. R. CAHILL City Markets, Every Friday 9 a.m. NURSERIES: ERMINGTON.

RECIPES FOR SUMMER MENUS

Beef and Potato Roll.

1 pound of beef. 1/2 pint of chopped cold boiled potatoes. 1 teaspoonful of salt. 1 egg. 1 tablespoonful of pepper. Remove from the beef all surplus fat and skin; put it twice through a meat-chopper. Add to it salt, pepper, chopped potatoes, and the egg, unbeaten. Mix thoroughly and form into a roll about six inches long. Roll this in a piece of oiled paper; place it in a baking-pan, add a half-cupful of stock and a tablespoonful of butter. Bake for half an hour, basting once or twice over the paper. When done, remove the paper, dish the roll, and pour over it either tomato or brown sauce. This is one of the nicest of cheap dishes for luncheon.

Eggs Steamed in the Shell. Eggs put into hot water, the water kept away from the fire, are much better than eggs boiled carefully even two minutes. The greater the amount of water, the greater the amount of water. To cook four eggs, put them into a kettle, pour over them two quarts of boiling water; cover the kettle, allow them to stand ten minutes. Drain off this water, put the eggs into a larger bowl or dish, cover again with boiling water, and send to the table. The whites will be coagulated, but soft and creamy, and the yolks perfectly cooked. Six eggs to this volume should stand fifteen minutes. A single egg may be dropped into a quart of boiling water, the kettle covered, and in eight minutes it will be ready to serve.

Omelet with Tomatoes. 1/2 pint of stewed tomatoes. 1 level teaspoonful of salt. 6 eggs. 1 tablespoonful of pepper. 1 tablespoonful of butter. The tomatoes may be left in bits. Beat the eggs without separating until thoroughly mixed; add the salt, pepper, and tomato. Put the butter in the omelet-pan; when melted, turn in the egg mixture, shake, and cook as you would for plain omelet. When "set," fold, turn out onto a heated platter, and send at once to the table. The tomato takes the place of water.

Cheese Souffle. Grate a quarter of a pound of cheese. Cook until smooth a quart of stale bread-crumbs and a pint of milk. Add the cheese, cook a moment, season with salt and cayenne; take from the fire, add the yolks of four eggs; mix, and stir in the well-beaten whites of the eggs. Turn into a baking-dish and bake for ten minutes in a quick oven. Serve at once for a luncheon or supper dish.

Chicken, Panned Whole. Singe a spring chicken; remove the head and feet, split down the back, and remove the intestines. Wipe the chicken inside and out, cross the legs, fold back the wings, and break or flatten the breast-bone. Place the chicken in a pan, bone side down; dust lightly with pepper, baste all over with melted butter, add a half-cupful of stock, and put in a very hot oven. After about fifteen minutes, baste again with melted butter, dust with salt, and cook thirty minutes longer; if the oven is hot, three-quarters of an hour will brown the chicken nicely. Dish, garnish with parsley, and serve with plain cream sauce made in the roasting-pan.

If served for supper, pass also corn bread, waffles, or milk biscuits. For luncheon, peas and cream sauce only.

"I want your honest opinion," said an author, "what faults can you see in my book?" "Well, for one thing," replied the candid friend, "I think the covers are too far apart."

A FAVORITE SECTION WITH Mark Foy's Customers.

CHILDREN'S READY-FOR-WEAR DRESSES.

This little Section saves you big money. It is a Department that is crowded with clever ideas and sound values. Without an equal in the city.

How would you enjoy having your children the best dressed in your locality—would you like to feel that their well-dressed appearance would cause a ripple of appreciation in any gathering? If you would—and what mother wouldn't—it's time they wore a FOY Outfit, for you, as well as other thrifty women, are striving for "distinction in dress" for your children—something different that causes other mothers to look—to admire—and ask, "Where did you get them?"

CHILDREN'S READY-FOR-WEAR FROCKS.

WE HAVE A VERY LARGE RANGE OF CHILDREN'S READY-FOR-WEAR FROCKS, FOR SCHOOL OR HOLIDAY WEAR, IN NICE ASSORTMENT OF STYLES AND MATERIALS.

GIRLS' NAVY PRINT FROCKS. SMART FROCK in the new FUJI SILK. Bodice, Collar and Cuffs prettily scalloped, belt at waist and pleated skirt. Sizes 22, 11/11; 24, 12/11; 26, 13/11; 28, 14/6; 30, 15/11; 32, 16/11.

GIRLS' CHECK ZEPHYR FROCKS. Made in new tunic style, to button down front. Sizes 18, 3/6; 20, 3/6; 22, 3/6; 24, 3/6; 26, 3/6; 28, 3/6; 30, 3/6; 32, 3/6; 34, 3/6; 36, 3/6; 38, 3/6; 40, 3/6; 42, 3/6.

GIRLS' CHECK ZEPHYR FROCKS. In assorted colors of Black and White, Sky, Grey, and Helio. Scalloped round collar and down front. Sizes 18, 4/11; 20, 5/3; 22, 5/6; 24, 5/11; 26, 6/6; 30, 6/11.

GIRLS' MERCERISED POPLIN FROCKS. Tussore color, with Organdi muslin collar and striped silk belt and tie. Sizes 27, 17/11; 30, 18/6; 33, 18/11.

LADIES' HOUSE OVERALLS. With blouse top and short sleeve, finished with contrasting piping. Light Cambric, 2/6; Dark Print, 2/11.

LADIES' UNDERWEAR. SPECIAL PRICES IN UNDERWEAR FOR THIS WEEK. LADIES' Dainty SLIP-OVER MUSLIN or VOILE NIGHT-DRESSES, hand-work, with dainty silk embroidered birds and other designs, hand-scalloped neck and sleeves, something very new. Special Price 12/11. Also same design in Pink or White Silk, 21/11.

LADIES' WHITE JAP. SILK KNICKERS, open or closed shape, three different new designs to choose from. These are worth 21/. Our Special Price this week, 14/11, 14/11, 14/11.

LADIES' MADAPOLAM COMBINATIONS, trimmed with hand made Torchon Insertion and Laces, all newest designs. These are worth 21/. Our Special Price this week, 14/11, 14/11, 14/11.

LADIES' BOUDOIR CAPS are very fashionable at present. We are showing a big variety of dainty designs, all this week that will interest you. Special Prices, 2/11 to 16/11.

LADIES' WHITE, BLACK, and TUSORE JAP. SILK BLOOMERS, also BLACK and WHITE MILANESE SILK BLOOMERS. Directorate shape, nice for present wear. Special Prices this week, WHITE SILK, W. 7/11, O.S. 8/11; BLACK SILK, W. 7/11, O.S. 8/11; TUSORE SILK, W. 6/11, O.S. 7/6; BLACK and WHITE MILANESE SILK, W. 13/11, O.S. 14/11.

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

Arnott's Living Pictures.

For Breakfast, for School Lunch, and at all times, give your dear Children ARNOTT'S Famous Milk Arrowroot BISCUITS.



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

EDGAR MILTON HAYES, Son of Mrs. R. E. Hayes, Rosebank Butchery, Botany-road, Botany. "I want your honest opinion," said an author, "what faults can you see in my book?" "Well, for one thing," replied the candid friend, "I think the covers are too far apart."

BRANCH MEETINGS.

HARDEN NO. 2.

The monthly meeting of the Harden No. 2 branch, was held on the morning of the 5th inst. with a fairly good attendance of members. Mr. R. Larkin occupied the chair in the absence of Mr. E. May, who is at present on holidays.

A letter was read from the District Superintendent, re a light engine being detailed on auto-section, the reply of which satisfied the members present.

A letter was read from head office stating that Mr. Kavanagh, vice-president of the Association, would visit Harden on the 17th inst., to address all railway employees. Mr. Kavanagh is a good speaker, and should be well worth hearing. Two new members were proposed and accepted, namely: S. Anderson and J. N. O'Connor. This makes a total of 25 new members for this quarter.

HORNSEY.

The monthly meeting of this branch was held in Lockwood Building, Cornation Street, Hornsey, on the 1st inst., at 8 p.m. The branch chairman, Mr. J. Leatham, presided, and the attendance was moderate. The branch secretary wishes to ask all members of the Hornsey branch through the "Co-operator" to attend the next meeting, on December 6th, as the election of branch officers for the forthcoming year will be held.

BYROCK.

The monthly meeting of the Byrock branch was held at Mr. Buff's Commercial hotel, Byrock, on the 4th inst. Mr. B. Jones, branch chairman, presided, and there was a good attendance of members.

The balance sheet was read and adopted as very satisfactory.

Members resolved to do their utmost to secure the return of the "All-Grades" candidates at the Appeal Board election.

The subscription list sent out by the Penrith branch in aid of Comrade T. Cross, was received and it was agreed to leave the matter in the secretary's hands.

Fourteen new members were proposed and accepted, namely: C. Hartge, R. Manson, G. Ranson, E. O'Shea, H. Howard, D. Mullins, I. McEarcher, J. Kepaky, M. Shalitte, Davis, S. Stapleton, R. Hogan, W. J. Monaghan, C. Leaghy.

This branch wishes to congratulate M. P. Hartman, of Moonita, for the good work he is doing for this branch; he secured ten of the above members and still going strong.

NEWCASTLE NO. 10.

The fortnightly meeting of this branch was held at Beacham's Room on Sunday last, and at Trades Hall, Newcastle on the following Tuesday.

Mr. J. R. Chadwick, presided at the Traffic meeting. The meeting adjourned to Trades Hall for the purpose of hearing addresses by Messrs. Paul and Kelly, candidates for the Appeals Board. Both gave very lengthy, and interesting addresses, which were highly pleasing to those that heard them. A hearty vote of thanks was awarded to the speakers.

Mr. M. A. Frewin, presided at the opening of the branch meeting at the Trades Hall, until the arrival of Mr. J. R. Chadwick, whose son was on final leave before going to the front, as a volunteer, and a free man. The branch wishes him a safe return home again as a free man, to a free country.

The branch was honored by the presence of our general secretary (Mr. C. Thompson) who had been attending the East Greta Conference. It is the first time members of the branch had the pleasure of the general secretary's attendance at a branch meeting, and they hope it will not be long before he visits them again. There was a splendid attendance and the general secretary obtained a good idea of what business this branch does and how it goes about it.

Transfers were advised from head office, of C. Atkinson, from Taree; C. G. Long, from Mudgee to Newcastle; J. Maley to Murrurundi, and Mr. A. Newham to Narrabri, from Newcastle.

The following correspondence was read:

A letter from the Commissioners, re paying guard N. Smith, from date of re-examination at coal guard's rate of pay; Head Office re the case of T. Aggers, tinsmith, and gas engine attendant; from the Commissioners, re the case of Mr. J. McPhee, fitter, late of McMyler hoist; from head office re claim of Mr. W. Pearcy, for No. 1 Board; from the Commissioners re the case of Mrs. A. Newham, late office cleaner at H.S.P.; from the Treasury, also the Department of Labor and Industry, Sydney, re the case of driver G. Reid; from District Superintendent, re platform porters unloading coal, at New-

castle station; from S.S. Inspector Hamilton, re water pressure on ash pits, and hoses for roads outside of shed, Hamilton; from the Commissioner, re hours of duty of boiler-maker's helpers at Port Waratah; from the Hon. W. C. Graham, M.L.A., Minister for Agriculture, re the case of shop boy G. Allen, of H.S.P. doing striker's work for shop boy's rates of pay; from Head Office, re steel works shutters subscriptions; from the secretary of the No-Conscription Campaign, Newcastle; from Head Office, also Tamworth, re the Eight Hour Banner, advising that it had been sent and was opened and carried this time at Newcastle with a fair attendance of followers; from the Commissioners to the Treasury, re inducing employees to become Unionists.

Letters were also received from Messrs B. Duffy, enclosing contributions and names of new members; from Mr. G. F. Mason, C. G. Long, G. Gorton and E. Stallard, late of McMyler, hoist.

Resignations were received from Mr. W. Bisley and E. Heddles, A. Allen and J. Jefferson.

Letters were read from Head Office, re Deputy representative for the Loco. Mechanical Section, on the Appeal Board, stating that it had been decided not to run a deputy; from the Commissioner, re the case of fireman W. Davies, also R. Ford, boiler-maker's helper, Hamilton; from Head Office, re the five selected candidates to run for the Appeal Board elections; from the Divisional Engineer, re payment for Ganger Guy and his men, and re eyesight examination for ganger J. Arnold; from the general secretary, Victorian Railways Union (Mr. Frank Hyett enclosing copy of "Labor Call," re more Maltese.

Letters were also received from Messrs L. Lightfoot, H. J. Hazell, J. P. Wyne, W. J. Tulk; Mrs M. Mitchell (widow of the late Tom Mitchell, cleaner, who was killed in action in France); from the Commissioner, re the case of the five casual cleaners, dismissed at Loco, Hamilton; from the District Superintendent, re withdrawal of assistant guards from certain trains and passengers being allowed to ride on the platforms of bargages; from Head Office, with further reference to date of assemblers' rates being paid to Messrs Cunningham and Comyns, and stating that the cases of J. Milton and J. Purcell, had been taken up with the Department and that Messrs. Brown and McLaughlin had been supplied with replies to specific questions; from the Hon W. C. Graham,

M.L.A., Minister of Agriculture, enclosing reply of the C.M. Engineer, based on Mr. Crowther's report, further letter has been handed to the Minister to place before Commissioners and should that fail it is to be brought before Parliament by both Mr. Graham, and Mr. Gardiner, as it is the opinion of this branch that the Brown system of punishment could well have been tried in this instance, and the lads given a fair chance as they are innocent until proved guilty; from the engineer in Chief advising that arrangements will be made to let branch secretary have a copy of the plan of the proposed rest house at Muswellbrook, for branch information; from the general secretary forwarding copy of letter sent from secretary of the Staff Board, relative to fitters assistants, boiler-makers helpers, plumbers, assistants, electrical fitters, assistants and blacksmiths strikers, to show a similarity of work in outside industries, under the Gas Industry Awards; from the general secretary, enclosing the particulars of Brown System of punishment, and the "Go-Slow" Methods of the Wages Boards enquiries; from Mr. M. A. Mitchell, steel works, appointing 2 p.m. 30th October, as the time to receive deputation; (the secretary attended and derived useful information, re shutters and drivers at the works); from the Commissioners, re cases of the men recently employed at McMyler Hoist, and now engaged painting, etc.; from the Commissioner, re maltreatment of a boiler-maker's apprentice at Loco, H.S.P.; from Mr. H. S. Carruthers, secretary East Greta branch, asking for certain information; from Mr. A. R. Gardiner, M.L.A., re the five casual cleaners dismissed at Hamilton; stating that he has seen Mr. Lucy, also Mr. Hoyle; from Mr. J. W. Clinton, re a meeting for Mr. G. Paul at the Trades Hall; from the Treasurer, re non-unionists and reply to recent deputation from this branch; from the Commissioner, re the case of Messrs. Rae, Broddock and Taylor, also J. R. Bryant; from the Commissioner, re the dismissal of the five casual cleaners at Hamilton; from Head Office, re suspicion resting on certain men, as members of the I.W.W., as seen down from this branch protesting against them being members of the Association; from the Commissioner to general secretary, re branch secretaries writing direct to the Commissioners; from Mr. R. A. Price, M.L.A., re the case of Mrs. E. Worthington, who was sold off for rent at Gloucester; from a member, asking if he would be breaking Union Rules, by loading loco coal

for loco. purposes (the secretary wired back to carry out instruction to load the coal of the Commissioner for the Commissioners. Others waited on the secretary and asked what position they were in; they also were told to load coal.)

Twelve new members were admitted to branch. It was resolved, That this branch again expresses its entire confidence in Mr. A. R. Gardiner, M.L.A., as a working man's friend in his capacity as a Labor M.L.A., and dissents from the action of the P.L.L. Executive, Sydney, in expelling him from its Labor movement, for having the courage to have an opinion and express it. Although, we as a branch, are totally opposed to conscription, yet for his past fights, also his present attitude in the House on behalf of the lower paid, we further pledge ourselves to stand solid to him, especially on account of his unceasing fights in Parliament on behalf of the lower Paid Wages Staff. A copy of the resolution to be sent to the press.

The resolution created a good discussion, and even those that were against the resolution expressed themselves as sorry that he had advocated conscription. Resolved that a deputation from Head Office immediately wait on the Commissioner, re employees being laid off and put on short time. Resolved that the C.M.E. be written to, re insufficient hand trucks for the use of shed staff at the Hamilton Loco. sheds. The general secretary gave a very interesting address on the progress of the Association.

Mr. Ted Williams also occupied a seat at the table with the general secretary and branch executive.

A very novel and pleasing incident occurred at the termination of the meeting, when nominations of branch officers, delegates, etc., were called for. It was resolved, unanimously, that the whole of the present officers, delegates, etc., be returned to office for 1917. It is very gratifying to members to know that they have confidence in their officers and doubly gratifying to the branch officers to know that the members have complete confidence in them.

Branch officers, delegates, etc., should attend meeting. Particularly any that may not desire to stand for office for another term, so that final arrangements can be made. Notices of motion must be tabled at next meeting for the A.G.M.

27th inst. and elections (if necessary) to be conducted at the December meetings:—Branch chairman, vice-chairman (two), branch secretary, committee (three from each depot), delegates to the A.G. Meeting (four).

To be elected at the A.G. Meeting:—President of the Association, vice-presidents (two), executive officers (five), treasurer, trustees (three), delegates to P.L.L. (three), delegates to Interstate conference (three), eight-hour committee (two), Trades Hall Institute (two) Labor daily representative, Council of the Association tram traffic section (three).

MEETINGS TO COME.

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

MUSWELLBROOK.

The monthly meeting of the Amalgamated Railway and Tramway Association, Muswellbrook branch, will be held on Saturday, Nov. 18th, at 3 p.m., at the Railway Hotel, Muswellbrook. Business will include nomination of officers for coming year.

Mr. V. G. Kavanagh, Vice-President of the A.R. and T. Association, will visit Muswellbrook branch on the 18th. All railway workers are specially requested to attend.

TRAMWAY TRAFFIC.

A meeting of the above-named branch will be held at Bowens Chambers, Central Square, on Monday, the 20th inst at 8 p.m.

Business: Receipt of nominations for branch officers and committee for year ending 31/12/17. To close on the 27th inst; notices of motion for the A.G. Meeting and nominations for Association Executive Council, etc., as per separate notices. The attendance of all members is requested.

BYROCK.

The next meeting of the Byrock branch will be held at Mr. Buff's Commercial hotel, on the 2nd December, at 7.30 p.m. sharp. Business: Election of officers for 1917; also business for conference. The branch secretary requests every member to come along and have a say in the management of the branch.

TRAMWAY TRAFFIC.

Nominations are invited for the following positions, to close on the

Staff Changes and Promotions

RAILWAYS.

WEEK ENDING 4/11/16.

LOCO. BRANCH.

APPOINTMENTS.

Junior Clerk: H. Ryder, Eveleigh. Call boy: G. Long, Murrurundi; R. Conway, Murrurundi.

Fettlers: E. Kennett, Narrabri to Bellata; F. Harbottle, Grafton to Murwillumbah.

Porters: Alexander Niddrie, John Evans, Frederick Munns, Bernard McDonald, Albert Crossingham, Ballock Island; Leslie Elzery, Glen Innes.

Junior Porter: James Burns, Bullock Island.

Attendant: Lucy Sutherland, Upper Manilla.

Gatekeeper: Wm. Unwin, Scene; Anna Phillips, Gloucester.

PROMOTIONS.

Boiler-maker's helper to clerk: A. Milner, Eveleigh. Cleaners to firemen: W. Day, W. Maisey, L. Lewis, J. Ferguson, R. Connett, J. Hainson, (Hamilton), W. Wilson, J. Harrison, R. Anderson, J. McCann (Port Waratah), F. Henry, W. Bruderlin (Singleton), W. Alexander (Narrabri West); C. Rice (Armidale).

Shunters to Guards: Percy Smith, Henry Farr, Narrabri West. Porter

John Ingram, Sydney.

Oxy-acetylene welder's apprentice: Thomas M. Nicholson, Randwick.

Machinist's apprentice: Stanley James Munro, Randwick.

Conductors: John F. Newsa, Bertie H. Sherring, Arthur Thurgar, Charles Perry, Edward Flaherty, Jas. Prickett, Robert R. Byrnes, Joseph P. Stapleton, Francis L. O'Brien, William O'Shea, Sydney; Alfred J. Miner, Thomas Mason, Newcastle.

Removals: Cleaners: George Kennedy, James G. Wood, Walter G. Taylor, Abraham Lewis, Frank Ryan, Eric L. James, Reginald A. Light, Esbert W. Ketteringham, Sydney.

Machinist's Apprentice: Walter Roberts, Randwick.

Armature Winder: Arthur S. Phillips, Randwick.

Electrical Mechanics' Apprentice: Arthur J. Travis, Sydney.

Conductors: Willie F. Keeble, Alex. G. Collier, James O. Masterton, Sydney; Francis Marr, Newcastle.

PROMOTIONS.

Fitter's Laborer to Machinist: William A. Law, Randwick.

Pitman to Stand-by Pitman: Percy S. C. Clarke, Sydney.

Conductors to Electric Drivers: Willie H. Hunt, James Gibson, Sydney.

Storekeeper: Charles G. Waugh, North Sydney.

REMOVALS.

Resigned or left the Service.—Firemen: P. Gulliver (Hamilton), G. Woodhouse (Werris Creek). Junior clerk: J. Bourke (Goulburn).

Fettlers: R. Warren, Glen Innes to Wallangarra; J. Duncan, Newcastle to Waratah; A. Spedding, Grafton to Murwillumbah.

Shunter: Albert Newton, West Maitland. Junior Porters: Edward McElroy, West Maitland; Albert Terry, Jack Gates, Newcastle. Gatekeeper: Annetta Phillips, Bulliac.

TRAMWAYS.

APPOINTMENTS.

Cleaners: William S. Calman, Morris M. Macgregor, David R. Swan, Stanley C. Macdonald, Malcolm J. Bury, Harold Steer, Charles F. Marshall, William A. Selem, Hughie McDowell, Norman F. Featherston, Alfred Gray, Sidney G. M. Powell, James H. Desmond, Patrick J. Smith, John Ingram, Sydney.

Oxy-acetylene welder's apprentice: Thomas M. Nicholson, Randwick.

Machinist's apprentice: Stanley James Munro, Randwick.

Conductors: John F. Newsa, Bertie H. Sherring, Arthur Thurgar, Charles Perry, Edward Flaherty, Jas. Prickett, Robert R. Byrnes, Joseph P. Stapleton, Francis L. O'Brien, William O'Shea, Sydney; Alfred J. Miner, Thomas Mason, Newcastle.

Removals: Cleaners: George Kennedy, James G. Wood, Walter G. Taylor, Abraham Lewis, Frank Ryan, Eric L. James, Reginald A. Light, Esbert W. Ketteringham, Sydney.

Machinist's Apprentice: Walter Roberts, Randwick.

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Conductors to Electric Drivers: Willie H. Hunt, James Gibson, Sydney.

Storekeeper: Charles G. Waugh, North Sydney.

THE nearness of Xmas is beginning to dawn upon the minds of men, whose thoughts for many weeks past have been wholly taken up with the turmoil of politics and the referendum campaign.

Between now and the year-end-holiday season there is but little time in which to prepare, making it all the more imperative that the needs of men in the matter of dress should be met early, if not immediate attention.

An "Austral" Sac Suit to Measure should be ordered here, and now—

to ensure its completion early, and to avoid all risk of disappointment which may likely happen, if ordering is left too late.

"Austral" Sac Suits to Measure
3 guineas, 70/-, 75/-, 4 guineas, 95/-, 5 guineas,
115/-, 135/-, 7 guineas.

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