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WOOD'S NEW BREW

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BREWED BY
Castlemaine Brewery
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TOOHEYS LTD.
ALES AND STOUT
STANDARD BREWERY, SYDNEY.

DRINK
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One Quality—THE BEST.

LET the Co-operator do your printing cheaper.

SAFETY FIRST! SAFETY LAST! SAFETY ALWAYS!

Apply the SAFETY FIRST motto to yourself.

Just figure to yourself how best YOU can safeguard your HEALTH, and, incidentally, your POCKET.

Here's how—

SEE SPENCER NOLAN ABOUT YOUR TEETH.

Teeth play a big part in life. I have had 30 years' experience in Dentistry, and I KNOW that I can give YOU a thoroughly satisfactory job at the right figure.

Here are my Fees—

Painless Extractions 2/6
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Upper or Lower Sets, from 11/6
Patent Suction Sets, THREE GUININEAS.

ADVICE FREE.

REMEMBER:
You do not pay cash. I extend to "Co-operators" readers a special Easy-payment Method which cuts out the strain of paying cash. Prices are the same as cash patients pay. Will you see me?

SPENCER NOLAN, The Dentist,
"Best in the Long Run."
133 LIVERPOOL STREET (over Ashworth's), next SHOW'S.
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For FIRE, MARINE, ACCIDENT, and other CLASSES OF INSURANCE

A Practical Xmas Present

is a Savings Bank Account—one that you can give yourself, as well as your wife and children, and convert partly or wholly into cash when the necessity arises.

THIS BANK offers you 3 1/4 per cent. interest on every £ up to £500, with Government guarantee for the security of your savings.

£1 placed to a child's account every Xmas will amount to £12 3s 6d in 10 years, £20 2s 9d in 15 years, and £29 13s 6d in 20 years.

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Before doing so, pay a visit to

Goldsmid's Furnishing Warehouse

Terms to Suit all Classes From £1 to £500.
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Houses Furnished completely in every AT BEDDOCK PRICES.

No Extra for Terms

£5 worth, 10/- Deposit, 2/6 Weekly.
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Double Bedsteads, complete, 14/6/- up.
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Wardrobes, 27/6.
Wardrobes with Bevelled Mirror and Underneath Drawer, 12/15/-.
Bedroom Suites, 17/10/-.
Ditto, in Oak or Maple, 12/10/- to 14/0/-.
Ditto, in Oak and Maple, 15/10/- to 12/10/-.
Sideboards, with large bevelled mirror, 22/-.
Sideboards, in Oak and Maple, from 15/15/-.
Drawing Room Suites, in Tapestry Genoa Velour, etc., from 14/15/-.
Occasional tables, Wharfedale, Cabinets, Music Cabinets, Carpets, Floorcloths, and all Kitchen ware equally cheap.

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JUNKET made from these genuine Tablets is recommended by numerous doctors as being highly nutritious and invigorating for the digestive organs.

JUNKET TABLETS

For INDIGESTION & DYSPEPSIA.

One of these specially-prepared Tablets acts most beneficially when taken daily after meals.

THE WORKADAY WORLD.

"GIVE US THIS DAY OUR DAILY BREAD."

SEWER MANAGER FINED.

Failing to Provide Ventilation.

In Brisbane last week, F. M. Rankin was proceeded against and fined £5, plus £2/5/6 costs, because as manager of a main sewer and the shafts attached thereto, he failed to supply proper ventilation.

HOSKINS QUARRIES BOARD.

Application For Variation of Award Refused.

Last week G. and C. Hoskins, Ltd., applied to the Industrial Court for the variation of the constitution of the Iron and Shipbuilding Trades group, No. 7 (G. and C. Hoskins Quarries) Board, in the direction of reducing the number of representatives to one on each side. The application was refused by acting Justice Scholes.

SABOTAGE.

Destruction of Food Supplies By Market Riggers.

A writer to an American exchange, speaking of commercial combinations formed to avoid the natural operations of the law of supply and demand and thus enrich themselves, says that several years ago, tons of the finest coffee was set on fire on the Brazilian coast so that the market would not be flooded and so lower the price. The aroma of the burning coffee was smelt twenty miles out at sea. Six years ago thousands of melons were shipped and cast on the shores of Greenland to rot, that profit might accrue from this commodity. Many people have witnessed, near San Francisco, tens of thousands of oranges hung into the salt water to perish that the fall in prices might be lessened. The writer might have added that thousands of tons of maize have been used for fuel for the same reason. Coming nearer home it is not so long ago that tons of wholesome food in the form of fish were dumped outside the heads so that they would not get the market and make fish cheap for the consumers. Nobody seems to mind this kind of sabotage.

A REACTIONARY MINISTER.

Has No Sympathy With the Action of Big Unions.

Replying to a deputation, introduced by Mr. Hannah, M.L.A., on matters arising out of a recent conference of the Federated Locomotive Engine-drivers, Firemen, and Cleaners' Association in Sydney, the Federal Minister for Works and Railways (Senator Lynch) said, among other things: "I have no sympathy with the policy of the big unions, who are relying upon their strength to employ a double-barrelled method for adjusting their grievances. If they do not succeed in the Arbitration Court they fall back on the obsolete method of a general strike to effect their purpose. I regard such action of the powerful unions of Australia as unfriendly and injurious to the smaller unions that can exert no such double power in the settlement of their grievances." Lynch seems to lose sight of the fact, patent to every intelligent unionist, that the small unions have a very efficient remedy for their woes, that is to amalgamate with the big unions on an industrial basis. Lynch apparently belongs to a previous generation and does not understand the trend of latter-day developments as far as unionism is concerned.

A CHANGE OF PLAN.

With Experience Comes Knowledge.

He'd read all the dope on attending to work, and totting to suit your employer; he knew that to loaf or laze or to shirk was quite an ambition destroyer; so he plunged into work with a zest and a vim and he did more than double his share of it. He needed a rise, for his wages were slim, but he knew that the boss would take care of it. For hadn't the books made this simple fact plain—that people would recognise talent; that if you would work with your might and main, the boss, with a manner most gallant, would give you a raise, tho' you said not a word, to show you were worthy of credit; so he totted and he sweated, but nothing occurred, and life didn't go as he read it. The boss was aware of his merit, all right, but he said, "Why the deuce should I raise him, so long as he's willing to work day and night for what his position now pays him?" But weary with waiting, the worker grew wise; he said to himself, "Why, dod rot it! These books on success are a bundle of lies"—so he struck for a rise—and he got it!

MOVING IN A CIRCLE.

"Here We Go Round the Mulberry Bush."

"The men," says one writer, referring to the coal miners, "have secured what they demanded. This does not mean an actual advance in wages, but it means that it will cost the coalowners more to produce each ton of coal they win. The added cost is to be 'passed on' to the public. This presupposes higher prices for coal, for coke, for gas, and for those thousands and one commodities in the manufacture of which coal is essential. And so the cost of living has once more been increased, not by much, perhaps, but still increased. Other workers have thus now an additional excuse for further demands, and so the wheel goes round and round. Is there any stopping it? Can we go on practically for ever advancing wages, increasing the cost of living, and then advancing wages again? And, if so, is anybody advantaged or anybody prejudiced by the perpetual motion?" The only remedy is the elimination of the coal owner, the substitution of public ownership of the coal and the production of coal for use instead of for profit. Until that objective is reached we shall continue to revolve round the mulberry bush.

BRITISH RAILWAY MEN AND THE WAR BONUS.

Outlook Causing Shareholders to Wonder Where Divvys Are to Come From.

The first war bonus of 5/- granted to British railway men meant an extra expenditure of £7,500,000 per year. Recently another 5/- bonus was granted to the men, involving an additional expenditure of a like amount. These bonuses are to be limited to the period of the war, but it is regarded as certain that the men will object, and very strongly, to any reduction when the war ceases, and for this reason the shareholders fear the reduction, or even total loss of dividends. The amount available for this purpose is diminishing at the rate of a million sterling per year. Shareholders don't believe in this robbing of Peter to pay Paul. In this instance our sympathies are with Paul.

WAR-TIME IN ENGLAND.

Some Outstanding Features Noticed by an Australian Visitor.

Lecturing before the Typographical Association at the Trades Hall the other night, Mr. W. G. Conley, general manager of the "S.M. Herald," who has just returned from a visit to England, said that as regards the drink traffic, the consumption of liquor might have been curtailed, but from what he had seen he very much questioned whether the new regulations had achieved their object. The outstanding features of the position in England of interest to trades unionists were these:—(1) The dilution of skilled labor; (2) the waiving of trades union rules; (3) the vast influx of female labor. These things were causing grave misgivings, and the question of female labor in particular was going to be a serious problem after the war, both from a trades union and a sociological point of view.

Victorian Legislative Assembly has decided, by 30 votes to 11, to add to the Licensing Bill a new clause, providing that, after the passing of the Act, no barmaids other than those now engaged in the trade, shall be employed. Barmaids now at work are to be registered.

EMPLOYER AND EMPLOYED.

"Deplorable State of Things."

The following is an extract from an address to the British Association by G. Stoney, B.A.I. (Dub.), F.R.S., M.I.C.E., President of Engineering Section:—"I am sorry to say the employer does not look after the welfare of his workmen as he might. In a small factory the head of the firm, as a rule, knows all the leading men among the workmen, many of them having been with him for years. As the place grows he loses touch with his men, and as an actual fact knows fewer of those under him when he has 1000 or more employees, than he did when he had 400 or under. This state of things gets worse when the place is turned into a limited liability company, as nearly all large places are at present. The result is that a most deplorable state of things has come to pass. The workman says: 'Put not thy trust in employers'; the master says: 'Put not thy trust in workmen'; and the official who is between the master and the workman says: 'Put not thy trust in either.'"

AFRAID OF LABOR.

The Fight for Right.

Addressing the Chamber of Commerce at Providence, U.S.A., last week, ex-President Taft said his upmost thoughts were: "When the war ends what shall we do to meet the economic conditions arising?" He declared there was a danger to their economic strength through the tendency of organized labor to place itself above law and order. "There is one big cloud on the horizon when looking to the days to follow the world conflict. It is the American public's nature to tolerate these things, but if no one else will protest I will. The American Federation of Labor wishes to deny the unorganized laborer the right to work. What the federation seeks is the right to dictate who shall and shall not work, and amounts to an act of rebellion. Moreover, the highest tribunal has been notified that unless the Adamson law is upheld the threatened railroad strike will be enforced. Is a threat to starve the nation into submission a resultant? The decision may be a proper one, but the means contemplated is wholly wrong. The American Federation of Labor needs to be told that we cannot have a Republic without obedience to organized restraint."

MELBOURNE TRAMWAY MEN TO COME OUT.

Employees May Cease Work To-night.

A large meeting of the No. 2 branch of the Tramway Employees' Association was held on Friday night last to consider a report from the representatives who waited upon the engineering manager of the Prahran-Malvern Tramways Trust relative to the dismissal of several employees and other grievances. The reply received from the Trust management was not regarded as satisfactory, and after a general discussion the following resolution was adopted by a majority:—"That the Tramway Trust be informed that owing to the engineer-manager having refused to reinstate five employees dismissed from the service, and owing to the Trust having refused to pay the employees a living wage, and allow an alteration of the present conditions, the employees hereby give the Trust notice that if the matters referred to are not settled by Thursday, December 14, the employees will cease work on that night."

A further resolution was carried that no students be trained by the traffic men after to-day. Copies of the resolution were ordered to be forwarded to the Trades Hall Council and the general secretary of the association.

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,
OPPOSITE STATION, SYDNEY.

Aren't You Glad You Came?

Says the dainty little hostess of the picnic, as she holds up to the view of everybody the tin of

REX Camp Pie

that someone very thoughtfully slipped into the basket. And there are few dissenting voices.

"REX" CAMP PIE is wonderful Picnic Fare. Just slice it up or make Sandwiches of it. If possible have some kind of Salad with it.

Incidentally keep a tin or two on your pantry shelf regularly this Summer time.

"REX" CAMP PIE is made from the choicest compounded meats, carefully minced, seasoned and packed with a delectable Jelly. Ready to serve and eat when you open the tin.

Sold by Grocers Everywhere.

Ask also for

Rex Luncheon Cheese

The piquant, economical Luncheon Cheese that is perfectly digestible. It can be spread easily—no butter is needed.

Ask also for—

"Rex" Veal and Tongue Pate, 1lb. tins.
"Rex" Pork Sausages, 1lb. tins.
"Rex" Pork and Beans, 1lb. tins.
"Rex" Brand Lard for Cooking purposes, in 1lb. prints.
"Rex" Pig's Trawns, 1lb. tins.

"Rex" Pig's Feet in Jelly, 1lb. tins.
"Rex" Lunch Tongue in Jelly, 1lb. tins.
"Rex" Sheep Tongue in Jelly, 1lb. tins.

Foggitt, Jones & Co. Ltd.,
Curers of "Rex" Hams & Bacon.
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IF YOU FAIL TO PASS THE TEST, CONSULT YOUR OPHTHALMIC OPTICIAN

A. HINGSTON, V.O.A., 643 GEORGE STREET HAYMARKET. Telephone—City 82.

I SAY RAILWAY AND TRAMWAY MEN

Secure your OILSKINS from the well known maker, H. HUGHES, 121 Regent Street.

Just above Head Office of the Amalgamated Railway and Tramway Association.

AMERICAN RAILWAYMEN AND 8-HOUR DAY

Plain Talk by Woodrow Wilson.

MEN'S DEMAND NOT A MATTER FOR ARBITRATION.

AN EIGHT-HOUR DAY OUGHT TO BE CONCEDED.

As already pointed out in these columns, when the United States was faced with a big railway strike the President (Woodrow Wilson) held several conferences with the railway managers, and also with the men, finding that neither side was willing to compromise he acted with promptitude and courage and carried a bill through Congress granting the men's demands.

SAFE WORKING TUITION IN NEWCASTLE

THE CLUB DISBANDS FOR THE PRESENT.

The Instructor (Mr. Bryden) Thanked for His Valuable Services.

At a meeting of the Newcastle District Debating Club, held on Sunday, 19th November, it was resolved to disband for the present, owing to the fact that a majority of members are being temporarily transferred to other districts, and it was not thought to be encouraging to Mr. A. Bryden, the instructor, to ask him to work all night and then attend a meeting and find but a few members present, especially in view of the fact that in the past there has been an average of 50 members present every Sunday.

The motion was carried by one vote. It was then resolved to place on record the club's most sincere thanks to Mr. Bryden, instructor, and Mr. Kelly, vice-president, for the valuable work they have done for the club.

THE ROLLING WHEELS.

BY RAIL AND SEMAPHORE.

A NARROW ESCAPE.

A Mudgee exchange reports that there was a narrow escape from a destructive fire on the train from Dunedoo to Coonabarabran last week. It appears that the sparks from the engine falling on the tarpaulin covering the trucks caused the fire. However, it was extinguished before any serious damage was done.

A THIRSTY DEPARTMENT.

The Railway Commissioners have accepted the terms of the Parkes Municipal Council for the supply of water at Parkes. A flat rate of £1000 per annum will be paid for a period ending in June, 1923, with 1s per 1000 gallons for any water used in excess of the estimate furnished by the department in June last.

REFUNDS AND CONCESSIONS.

Recently the Railway Commissioners complained of the frequent applications for refunds and concessions. It is stated that many such requests are due to consignors' lack of knowledge of the departmental regulations in regard to concession rates.

THE TALDRAGAR BRIDGE.

The steel bridge which is being constructed to span the Taldragar River, on the Werri Creek line, is reported to be nearing completion. The bridge is a 120ft. truss, with concrete piers. If the supply of plates be kept up it is expected that the line to Merrygoen will be opened about May next.

HOLIDAY CONCESSIONS FOR SCHOLARS.

During the coal strike the railway authorities stated that it would not be possible to grant the usual concessions made to pupils and students during vacations. However, Mr. James, Minister for Education, stated last week that the railway authorities notified him that the usual concessions will be made during the Christmas vacation, beginning on December 15.

FIVE YEARS RAILWAY CONSTRUCTION EXPENDITURE.

There was recently laid on the table of the Assembly a return showing the amount spent upon railway construction between June 30, 1911, and June 30, 1916. The return shows a total amount spent, including land compensation and costs, of £6,041,301. Of this amount the North Coast railway absorbed £2,269,402, and all other railways combined £3,771,899.

A NEW COLOUR SYSTEM.

A circular of information issued by the Pennsylvania Railroad System (U.S.A.), announces that that company is adopting a new colour scheme for use in signal lights, which change for the purpose of increasing the efficiency of the protection afforded in the operation of trains.

THE DEADLY "DEAD MARINE."

On Friday night last, it reports to be true, the passengers on a North Sydney tram underwent a rather unpleasant experience. It seems that when the car was near West-street, coming from Willoughby, a car from M'Mahon's Point passed, from which some idiot threw a bottle.

ROMANCE OF THE RAILWAY SERVICE.

Under this heading the "Sunday Sun" has the following interesting item:—"Even a railway department has its romances. About 25 years ago there was a young man employed in the office of the Engineer-in-Chief for Existing Lines, N.S.W.

THE QUESTION OF GAUGE.

Mr. R. McC. Anderson, from whose report the figures below are taken, points out the disabilities under which Queensland labours by reason of working on the 3ft. 6in. gauge, as compared with the broader gauges, with whose working comparison is challenged, and he comments the management for the attention it has given to the reduction in the weight of rolling stock, which has enabled the Queensland authorities to handle more traffic, and to save labour and fuel at the same time.

waggon show that the percentage of tare to load in various classes of waggon is smaller in the northern State. The result is that on the 3ft. 6in. gauge larger numbers of men, horses, teams, baggage and equipment can be carried than on the more favoured wide gauge track.

VICTORIAN RAILWAY DEFICIT.

According to Mr. M. K. McKenzie, Liberal member in the Victorian Assembly, increased fares and freights has increased the revenue of the Victorian Railway Department by £300,000. Over 4000 men have been dispensed with, which means a saving of about £500,000, and yet the deficit is set down by the Railway Commissioners at £380,000.

TWO BOYS RUN DOWN.

Last week two boys named Halliday, the sons of a lengthsman, aged 14 and 9, respectively, were run down by a train near Booyal, Queensland. The lads were returning from school during a severe storm, when the train overtook them. The eldest boy was killed, and the other was severely injured.

AMALGAMATED BRANCH SECRETARY HAS A CLOSE CALL.

The Mudgee "Post" thus reports upon the recent accident to branch secretary Waters:—"To his sense of hearing and his agility Mr. M. Waters, of Lewis-street, Mudgee, is indebted for the privilege of being alive to-day and in good health, for but for these physical attributes it is probable that these lines, instead of recording a sensational incident, might have chronicled his untimely departure from this terrestrial sphere.

CLAIM FOR £250,000.

It is reported that a writ has been issued on behalf of the Melbourne Tramway Board against the Melbourne Tramway Company, claiming £250,000 for the alleged non-fulfilment of the terms of a covenant entered into thirty years ago, when the Melbourne Tramway Trust leased its property and interests to the company.

ANOTHER REFERENDUM EXPOSURE

Anti-Conscription Manifesto to Soldiers Prevented from Reaching Them.

Some few nights ago interesting light was thrown on the deplorable manner in which the Hughes junta treated the anti-conscriptionists, by the Queensland Premier.

THE PRICE OF PAPER

Country Newspapers May Increase Subscription Rates.

SPEED OF TRAINS IN SOUTH AFRICA.

The time occupied in a thousand-mile train journey in South Africa is thirty-eight hours. The Rand "Daily Mail" states it to be the intention of the railway management to make the roads safe and secure and to accelerate the speed of the trains.

OUR QUESTION BOX

(Conducted by "Uncle Remus.")

"P.W." Parramatta, asks: A train breaks down between two block stations A and B. It is thought that assistance can be obtained at A, and the guard goes back to A. It is then found that no assistance can be got there, but can be obtained at B. Who issues the wrong line order?

The driver must issue the wrong line order, and it must be sent to the signalman at B by the fireman of the disabled train, who will accompany the relief engine, train or breakdown van to his disabled train, advising him (the driver thereof) the exact position of it, etc.

The same inquirer asks: Who cancels the form if it would be suitable to propel the train back to A? The signalman at B, to whom the pink-coloured wrong line order was handed by the fireman of the disabled train, after he had received the obstruction removed signal from A and worked, as per clause 15 sub-clause (b) and (c), pages 149 and 150 General Appendix. It would also be necessary to obtain the permission of the signalman at A before the train could return to the rear.

The writer appears to have involved his question somewhat. No train must be allowed to pass the point where the obstruction existed without the staff. The pilotman must accompany the first train carrying the tablet, etc. The whole position is made very clear on pages 169 and 170 of the General Appendix. See clause 18 and subclauses (c), (d) and (e). What is meant by no train being allowed to pass the point of obstruction after it was cleared is that the section must be put in working order by the operation of the staff or tablet right through the section.

A LIVERPOOL ACCIDENT.

On Sunday last, at the 9.47 a.m. train from Sydney to Menangle was leaving Liverpool station, Mrs. Ellen Winifred Kavanagh, a widow, residing at Ingleburn, attempted to board the cars and fell beneath the train. One arm was partly severed, and the other badly crushed, while severe internal injuries were sustained. She was taken to the hospital.

WANTED: THE ADDRESS OF MRS. C. JONES

Ganger A. Winter writes from Marrarr:

"On the 24th of November last, a man named Charles Jones started work with me at Marrarr, and on the 28th of the same month he died suddenly whilst on duty from heart failure. Every effort by the police and myself to find the whereabouts of deceased's wife, has failed. The deceased was buried in the undenominational portion of the Marrarr cemetery. The funeral was followed by a long procession of tip drays and men in their working attire. A collection was taken up by the police and myself, with the result that sufficient money was collected to give the poor fellow a decent burial. Could the Editor of the "Co-operator" assist me in locating Mrs. Jones? The police and I received a letter at the post office, Marrarr, from Mrs. Jones to her husband after his death which proves that she was an affectionate terms with him and did not know of his death; but the letter does not give any address, dates or name. Apparently she is working somewhere in Sydney and she and another woman are renting a room. It was agreed that any money left over after the burial is to be handed to Mrs. Jones, or failing to find her, to the Marrarr Red Cross."

ARE WE DOWNHEARTED?

Despite the worries of conscription and the most unfair attacks on the Service, it is refreshing to note that some humor still exists. The Editor desired some personal particulars of the incoming councillors, and received the following from one of them:—

AN ANCIENT HERO

Good Example for the Would-to-Goddors.

NEW RAILWAY MEMBERS.

ENROLLED BY ORGANISER BUCKLEY.

The following list of members enrolled by him is forwarded for publication by Organiser Buckley. These members, he states, are in addition to those secured in the tramway service:—

- Samuel McIllickin, porter; Frank Smorti, junior porter; Edward J. Smith, car cleaner; Frank E. Golder, car cleaner; Walter Jefferies, shunter; Robert Cale, car cleaner; Thomas Escott, car cleaner; William J. Richards, number taker; Fred. J. Daniels, shunter; Alfred Russell, porter; John Alsopp, laborer, William Stephen, laborer; Sydney Ross, laborer; Hamilton Stewart, laborer; Stewart H. Taylor, loco.; George Breakwell, mechanic; David J. Rutledge, telephoner; Claude McDonald, junior porter; M. Owen McPaul, car cleaner; A. W. Hayes, car cleaner; A. J. Weldon, fletcher; Duncan S. McInnes, porter; Lewis Campbell, porter; James Hill, porter; Reginald J. Price, leading porter; Frederick A. Thompson, porter; Angus A. Cameron, jun. porter; Harold A. Wheeler, junior porter; E. B. Barkway, junior porter; Francis J. Williams, porter; R. Ward, parcels porter; W. J. Thomas, parcels porter; Barron C. Spring, fletcher; George W. Price, junior porter; Robert McKimling, porter; Frank Roberts, porter; Arthur Gillies, junior porter; Edward J. Tuckwell, shunter; Edward A. Smith, junior porter; Keith Coleman, junior porter; R. Coprey, shunter; John Barrington, car cleaner; George H. Allen, car cleaner; William J. Parkins, porter; Roy Andrews, porter; John Thomas, assistant guard; Albert E. Lawrence, guard; Frank McCrea, fletcher; C. C. Thompson, porter; Thomas G. Whitehead, laborer; James H. Wallace, laborer; William J. Osborne, junior porter; Herbert Rowe, porter; James E. Elms, acting shunter; Thomas Jones, laborer; John MacDonald, laborer; George H. Blackett, laborer; Archibald Bailey, junior porter; Herbert C. Pitkins, shunter; Elzear Gilbert, shunter; Erick Mobbs, junior porter; Thomas H. Plummer, shunter; Joseph W. Fletcher, porter; Arthur S. Houston loco.; Cecil J. Barthelmy, junior porter; Alan McLean, junior porter; Thomas Reid, laborer; Charlie Pickford, fletcher; H. J. Dunn, laborer; Leonard Asher, fletcher; James B. Stewart, fletcher; Charlie Wain, fletcher; A. Hutchison, fletcher; James Smith, fletcher; A. Hawkins, fletcher; John Bernaldo, fletcher; A. J. Dowman, fletcher; H. Moutat, fletcher; T. G. Best, shunter; J. Hulme, shunter; Claude W. Murdoch, shunter; A. Shelley, junior porter; Walter Southcott, number taker; Arthur G. Chant, junior porter; Henry E. Bettington, junior porter; William Firth, shunter; Jack D. Wilson, junior porter; James Slattery, junior porter.

THE REFERENDUM

"For our part, the supreme achievement of the victory against terrible Conscription is the memorable credit gained for Australia in progress and knowledge among the nations of the whole world. The bold and clear-cut decision (registering, as it does, a pronounced anti-militarist and fundamental anti-war sentiment) will have its influence in international affairs. The moral effect will be stupendous. Humanity—the common people in all lands—will everywhere take heart and be filled with gliding inspiration at the hopefulness of the outlook for a world weary of wrong and war."

WHAT UNIONS NEED.

"Every local union needs active members; it needs loyal members; it needs enthusiastic members; it needs constructive members; it needs cautious members; it needs energetic members; it needs judicious members; it needs good debaters; it needs members imbued with the principles of justice and equity. Blended together in one harmonious mass for the protection of labor's interests, the progress for better conditions cannot be checked to any appreciable extent."

A COW OF A PIPER.

It was at a country recruiting meeting, and a Scots piper was trying to play McLeod's reel: Voice: "He's a cow of a piper, ain't he?" The chairman at once rose and said the meeting could not go on until he knew who had called the piper a cow. The offender then remarked: "That's of no consequence, sir; what I want to know is who called the cow a piper."—Adapted.

THE POLITICAL CENSORSHIP

"It behoves those politically wide awake to see to it that our Parliamentary representatives are impressed with the importance of smashing the political censorship. A rigid censorship certainly is the worst thing for any country to have if it intends to make its own decisions intelligently and in its own way. The alternative is despotism of the brand of which Mr. Hughes endeavored to give us a few samples. When there is real danger around Australia will appoint its own Director. But it has been made plain to us that if we are not careful we shall be under a self-appointed Dictator before we are aware of it. And the easiest route for that to arrive is by the complete installation of a political censorship."

THE FAILURE OF ARBITRATION

"The comparative failure of Industrial Arbitration in the past is due, not to any inherent weakness in the principle upon which it is based, but to its application. Delays that hold up justice just as effectively as if the law did not exist—more so, perhaps—complexity and legal red tape that make any approach to the tribunals a matter of difficulty; the limited extent of the powers vested in Judges and chairmen; the prospect of a succession of expensive and long-drawn out appeals—hindrances such as these together, often enough, with an unsympathetic administration serving to pollute justice at its source, are features of most of the present-day attempts to apply the principle of arbitration to the settlement of industrial disputes."

MORE P.L.L.

The "Co-operator" Thanked.

MORE P.L.L.

At a meeting of the Moree branch of the P.L.L., held on the 5/12/16, and presided over by Mr. C. O'Hara, the following resolution was carried unanimously:—"That this meeting of the Moree branch of the P.L.L. heartily thanks the 'Co-operator' for its able advocacy of anti-conscription during the recent campaign."

