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VOL. XIII, No. 27 THURSDAY, JUNE 28, 1917. Four Pages ONE PENNY

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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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 Kitchens furnished completely in every detail
 AT BARGAIN PRICES.
 No Extra for Terms.
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 10 worth, 20/- Deposit, 5/6 Weekly.
 15 worth, 30/- Deposit, 8/6 Weekly.
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 Terms arranged for Larger Amounts.
 Double Bedsteads, complete, £4/5/- up.
 Single Bedsteads, complete, £2/10/- up.
 12 Marble-topped Washstands, 27/6. Wardrobes, with
 Bevelled Mirror and Underneath Drawer,
 £15/5/- up. Bedroom Suits, £7/10/- up. Ditto,
 in Oak or Maple, £12/10/- to £40. Dining
 Room Suits, in leather, from £12/10/- up.
 Ditto, in Oak and Maple, £12/10/- to
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 Maple Overmantels, from £2/10/- up. Drawing
 Room Suits, in Tapestry Genua Velvety
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 Tables, Whatnots, Cabinets, Music Center-
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 Near Museum.

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 and at
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UNION ORGANISATION IN THE WORKSHOPS

EXPERIENCE OF THE NATIONAL UNION OF RAILWAYMEN.

Organisation by Industry Brings Unity.

Commenting upon the industrial organisation of shop workers, the "Railway Review" (organ of the National Union of Railwaymen) says:—
 "The progress of the N.U.R. in this direction has been one of the most prominent and progressive steps made in the last decade which the Labour movement has seen. The linking up of the shop workers with the rest of those who are in the N.U.R. has done more towards uniting the forces of Labour connected with the railways than all the petty craft unions put together. This step is the harbinger of good, for the policy of the N.U.R. is essentially progressive and modern, in so far as it helps to create a wider outlook, a keener sense of unity, and a truer spirit of brotherhood; it heralds a fairer and brighter dawn. Let those that are within the organisation work hard for the realisation of still greater and nobler ideals. There have not been wanting a few critics of the N.U.R.; these are
 Certain Petty Craft Union Officials. One can well understand the attitude of these critics, and their remarks appertaining to the N.U.R. remind one of the words:—
 "Critics each genuine difficulty shun,
 And hold their farthing candle to the sun."
 A new form of organisation, or no organisation with a new policy, must be prepared for criticism; because the new form, in this case organisation by industry, has done the older form, the craft union, an injustice by coming into existence at all. These officials of the petty craft unions are perhaps more eager about their berths than the progress towards unity by the rank and file. All the crying out of the craft union officials, and their efforts to dissuade shop workers from joining the N.U.R. shows a serious lack of understanding of industrial development. The tendency of the Labour movement on the economic side is towards
 Organisation on the basis of Industry. Once the workers recognise this, and they are to some extent becoming conscious of the fact, then the day of craft unionism is past. That organisation by industry is the new growth, the stronger form, the better method, the rising social structure can be seen and verified by a study of the Labour movement in other countries as well as Great Britain. It is a manifestation of a higher consciousness, which will elevate the workers of all lands to a higher plane of social and individual life.
 The Trade Union movement lacks cohesion; there is too much of what is known as the dissipation of energy. This is largely caused by the petty sectional craft organisations. The craft union is a movement of the past;
 It is out of date;
 It is one of the old things of yesterday which hinders us on the road of progress. To compare the craft union with the N.U.R., and uphold it as a better organisation for the shop worker, is similar to the analogy of comparing one of the first locomotives, e.g., the Rocket, with the modern express engine. Organisation by craft creates discussion; organisation by industry brings unity. Tremendous is the collective power of the workers when organised on the basis of industry, for such develops a stronger morale. It teaches the greatest lesson of all to the worker—that the individual co-operation with his fellows can achieve the greatest and noblest ideals in life. There are critics who say that the shop worker should not join the N.U.R.; such talk is futile. It is as if the ordinary hand saw, assuming it could speak non-

TOWARDS ECONOMIC FREEDOM

PART II.

(By A. B. Kempster.)

In the "Co-operator" of May 10th I dealt very briefly with three political and two industrial societies having economic freedom for their objective, though widely differing in their methods and tactics. My sketch would not be complete without a passing reference to the Victorian Socialist Party, the Australian Labor Party, and the Australian Workers' Union, all of which have an equally comprehensive objective in view.

The Victorian Socialist Party, as its name implies, is clearly and definitely an advocate of Socialism or Industrial Democracy; the ownership and control of Australian industries by the workers, who have brought them into existence; the abolition of rent, profit, and interest, and the appropriation by the people of the whole of the wealth they produce. Unlike the other Socialistic parties, however, the V.S.P. believes in

SAFETY FIRST!

SAFETY LAST!
 SAFETY ALWAYS!

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 Just fence to yourself how best you can safeguard your HEALTH, and in especially, your POCKET.
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A LABEL COMEDY

New Zealand Railwaymen's Joke.

He went to sleep on the bluff railway station. Poor fellow, he had a busy day. He had gone from one hotel to another, and it was a long, long, thirsty journey between. Eventually, when he had seen four hotels and been politely refused any further refreshment, he located the middle railway station for a rest. There were three railway stations, and he had considerable difficulty in finding his way to the middle one. He sat down on one of the many seats to be seen on the platform. He could not make out why there should be more stations than one, and so he pondered on the problem until he fell sound asleep. While he peacefully slumbered some wages got to work and plastered him with labels. One boat was consigned to Dunedin, and the other to Christchurch. One wing went to Orepuki, and the other stretched away to Kingston. Across the bridge of his sorry nose there could be only one label—Core. Finally, across his weary old stomach were placed the significant direction: "Express," "Invercargill," and "Return Empty." Things evolved some when the S.M. saw the victim. We have not been informed of the destination actually reached.—"Railway Officers' Advocate."

FREE CONVEYANCE.

From Lismore to Sydney.

In response to a request made by the Amalgamated Association, the following reply has been received from the Secretary for Railways:—
 "With reference to your letter of 8th inst., relative to the case of T. D. Richards, wagon builder, Loco Department, Lismore, and asking that arrangements be made for the free conveyance of his wife, family and furniture to Sydney, I am directed to inform you that the matter has had consideration by the Commissioners, who have approved compliance with your request."

LOST TIME.

A Day's Pay Granted.

On April 19th, the Amalgamated Association asked that porter W. P. Duncan, of the Carriage Cleaning Department, be allowed one day's pay in respect of time lost attending at the Staff Office, Sydney, on the 2nd March last. The general secretary has been informed that the matter has had inquiry, and the head of the branch in which Duncan is employed advises that instructions have been given for his payment for the day in question.

THE COST OF STOPPING A GOODS TRAIN.

New Methods to Prevent Waste.

American investigations have demonstrated that to stop the average heavy goods train from a speed of fifteen miles an hour, and to again bring it up to the same speed, means the expenditure of from 300 to 750 pounds of coal, and this means that if many unavoidable stops are made a material percentage of profits are wasted. As a consequence schedules are now arranged on well-manned railways so that there shall be as little interference with the movement of goods trains as possible, even if some passenger trains have to be inconvenienced by the process.

DO NOT FORGET THE PICNIC OF THE YEAR

Amalgamated Railway and Tramway Service Association

Annual Picnic to Clifton Gardens
Monday, August 6th, 1917 [Bank Holiday]

Big Programme of Sports. Hot and Cold Water Free.
 Lollies and Toys for the Children.
SINGLE TICKETS, 1/6; FAMILY TICKETS, 2/-.
 Dancing in Pavilion from 10 a.m. to 10 p.m.
 Pavilion: Gents, 6d.; Ladies Free.
 Walmsley and Schofield's Orchestra Engaged.
 Tramway Brass Band engaged to play on the Lawn.
 President, H. LOCKARD; Treas., J. MUNRO; Sec., P. N. BIRRELL.
 NEXT COMMITTEE MEETING: HEAD OFFICE, WEDNESDAY, 27th INST., 8 P.M.

A QUESTION OF HOURS AND PAY.

A Watchman Transferred.

In January last the Amalgamated Association wrote to the Department relative to the hours of duty and rate of pay of Emil Olsson, watchman at Clyde. The general secretary has been informed that the matter has had consideration by the Commissioners, who have approved of Olsson being transferred to the Traffic Branch, and paid 9/8 per day, on the basis of 8 hours for 6 days per week.

THANKS TO THE ASSOCIATION.

A Month's Leave on Full Pay.

Mr. John Purtil writes to the general secretary of the "All Grades" as follows:—
 "I wish to express my gratitude to you for the way in which you obtained my month's leave on full pay. I cannot speak highly enough of the good work done by the Association. I am spending my month at the Moree baths, which I am hoping will have a beneficial effect. Thanking you, and wishing the Association every success, etc."

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 244 PITT STREET.
 Open From 6 THU 11 P.M.
 Sunday 5 THU 9.30 P.M.

Best Orange Lemon and Mandarin Trees, Stone Fruits, 1/6 each.
 Choice Rose Plants, 1/- each, 10/6 doz.
 English Privet, 10/- per 100.
V. R. CAHILL
 City Markets, Every Friday up to
 NURSERIES: BIRMINGHAM.

K. LAZARUS,
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 Open From 6 THU 11 P.M.
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"Brighten up" Your Home

with something new! with a homelike and appetizing food that is away from the "usual run." Get a tin of
Rex Lorraine
Smoked Sausages
 and treat the family to a spread that will make lips smack with delight.

This is no highly-coloured story, for the wonderful new flavor, the tenderness and juiciness of this latest "Rex" delicacy, are the delight of young and old.
 The only "size" needed is the size of your appetite. The good wife will "preserve" time and temper because "Rex" Lorraine Sausages are ready cooked, and require heating only, which takes but a few minutes.

To put a good "finish" on the meal, try a "light coat" of
'Rex' Luncheon Cheese
 on bread or crackers. It spreads well, and tastes fine.

Be sure you get "Rex" brand.
FOGGITT, JONES & CO. Ltd.
 Curers of "Rex" Ham & Bacon, Packers of "Rex" Pure Food Products.

SPORTING

TURF NOTES.

Westendale ran second in the Quelp Hurdles at Adelaide on Monday and returned his few supporters on the tote £181/10/-.

At Kensington £5402/15/- went through the totalisator. This easily beat the record at Rosehill on Saturday.

N.G.E., a well known Northern horse, won a race at Belmont Park (Perth) on Saturday.

Stillness, who raced in Sydney as a two-year-old, won the Flying Handicap at Newcastle on Monday.

Braintan, who was trained at Victoria Park by Nell McKenna, some time ago, won the Dubbo Handicap, 1 mile, on Saturday. Others to score were: Delroy, Lady Ken, Baal, Budget and Gloriatius.

Solver, Legalse, Venta, Phast Step and Tierewe were successful at Casino on Saturday. Legalse won a double.

In the Flying Handicap at Dubbo on Saturday, Last Trumpet was the only starter, and the race being declared a walk over, entitled the Orsil prad's owner to half the advertised prize.

Ex-Sydney mare St. Rosaline started favourite in the Short's Handicap at Warrabing on Saturday, but was beaten easily by Gimmer Tom.

Amberdown has been showing excellent form in Queensland of late, and on Saturday last registered a great performance by winning the Albion Cup with 10st up after stumbling badly at the start.

The aged Carbine gelding Defence defeated a fairly good lot in the Richmond Cup at Caulfield on Saturday.

Despite the fact that patrons were obliged to walk about 200 yards from the scratching board, which is situated near the betting ring, to the totalisator, over £1400 went through the machine at Rosehill on Saturday.

Backers investing £1 on each of "Warrabing's" tips on the tote at Rosehill last Saturday would win £15/1/- on the day. "Fairplay's" tipster upheld his reputation by selecting four winners, a second and third out of his ten starters.

Black Hove ran wide at the finish in the second division of the Encourage Stakes at Kensington on Monday and interfered with Salutar. The latter filled third place and was very unlucky in losing.

Birchwood Maid, driven by the Assot trainer D. Riddell, defeated the champion road horse Sam Cleve in a race over a mile on Anzac Avenue on Sunday morning.

Loftus commenced badly in the second division of the Spring Stakes at Kensington on Monday, and was second last at the end of the first furlong. The Sylvanite gelding did remarkably well by running a close third.

Volmet, a 14.2 pony, ran fourth in the third division of the Prince of Wales' Stakes, at Kensington on Monday.

It's about up to Mr. Fuller to stick a pin in the officials in charge of the totalisator at pony meetings. On Monday backers of Mabel Foote were not paid until the following race had been run, while the pay windows were not open to backers of Wombah until a few minutes before the next event commenced. Why not import men from other States to handle the machines?

Sydney handicappers as a rule do not place much importance on Brisbane form but the champion Northern performer Amberdown, who has been doing remarkably well lately, is considered the best miller racing at the present time by the A.J.C. weight adjuster, and in the Epson Handicap he has given him top weight, 9st 6lbs.

Lady Seneschal would certainly have filled a place in the 14.1 Handicap at Kenno, on Monday had her pilot ridden with any vigor over the final half furlong.

In last week's "Fairplay," we summed up the Kensington Encourage Stakes, "a match between Court Favourite and Earl Trent." Court Favourite did not start and Earl Trent won easily.

Unfavourable weather conditions do not keep people away from race meetings in Sydney, and although Monday panned out wet, cold and miserable, the biggest crowd yet seen at a pony meeting turned up at Kensington.

ANTICIPATIONS.

CANTERBURY.

HURDLES.

FLYING HANDICAP.

PARK STAKES.

MAIDEN HANDICAP.

CANTERBURY HANDICAP.

WELTER MILE.

RAILWAY BOXING NOTES.

SECRETARY A. D. WORRELL, WRITING FROM TAREE, REPORTS:

THE RAILWAY BOYS ON NORTH COAST DURING THE COLD WEATHER, DECIDED TO HOLD BOXING CONTESTS.

THE HEAVYWEIGHT CONTEST WAS DECIDED LAST WEEK BETWEEN BILL STEVENS AND L. NORMAN, THE FORMER WINNING BY A KNOCK OUT.

THE LIGHTWEIGHT CONTEST WAS WON BY TINY SLOWCOMB, LAST THURSDAY, BUT, AS "JACK" SAYS, HE HAD A STAFF FAILURE AND COULDN'T USE HIS LEFT.

BILL CRUMPTON AND FRED WILSON ARE MATCHED NEXT WEEK FOR THE MIDDLEWEIGHT OF THE NORTH COAST.

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FOOD ECONOMY

ANXIOUS MONTHS AHEAD.

GREAT BRITAIN'S POSITION.

The freetraders who used to illustrate the great triumphs of British freetrade by pointing to the fact that the United Kingdom imported articles of food and drink to the value of over £500 every minute of the year have found it advisable in these days of food shortage to put aside their old theories about the wisdom of importing food from abroad instead of growing it at home (writes the London correspondent of a Melbourne journal). Before the war it was a freetrade boast that the whole world ministered to the needs of the British people, that foreign countries with one another for the profitable privilege of supplying the necessities and luxuries. But the war has shown that British freetrade, which ruined British agriculture, has been a national calamity.

The full effects of the disastrous freetrade policy of the past on the food supplies of the United Kingdom will be felt by the British people during the next few months, for the food problem is daily becoming more acute, and there is no hope of relief before August, when harvesting begins. It took a comparatively long time after the outbreak of war for the British public to realise that it was necessary for them to economise in food. The shops seemed as full of supplies as ever they were. Prices were rising, but for those who had the money there was no shortage of food of any kind. Even when the Food Controller began to issue regulations at the beginning of this year restricting the sumptuous meals at fashionable restaurants and the large hotels the public felt no alarm. But when the public found that it was impossible to get sufficient sugar for household use they began to realise that something was wrong. At the present time not one household in a hundred can get enough sugar for its requirements. In London housewives who come home with a pound of sugar as the result of a morning's shopping are justly proud of their achievement.

No Potatoes. Then came the potato shortage. In the poorer quarters of London there were long queues outside the greengrocers' shops, where the maximum amount sold to each customer was 2lb. There are now no potato queues. This is not because potatoes have become plentiful, but because there are none for the greengrocers to get. "No potatoes. Don't Ask for Any," is the impatient placard displayed in many shops. Here and there a greengrocer is able occasionally to get a few bushels of potatoes, and he sells them surreptitiously to his most valued customers. These transactions are conducted with as much secrecy as though shopkeepers and customers were engaged in a treasonable conspiracy. The general public must not be allowed to know there are any potatoes on the premises, as in that case the shopkeeper would be worried for days by importunate people anxious to be able to proclaim to all their friends that they had had potatoes for dinner. For the past four weeks the majority of English families have had no potatoes, and they are not likely to see any before the new crop becomes available in July.

A General Shortage. Naturally a great deal of grandmotherly advice is officially circulated in these days from the Department of the Food Controller. People are told that they should use substitutes for potatoes. The official advice extends to mentioning suitable substitutes, such as turnips, carrots, haricot bean, rice, macaroni and spaghetti; but none of these things are in sufficient supply to meet the requirements of the nation. People of means are implored by the Food Controller to subsist on luxuries and to leave the low-priced necessities for the poor. The poor cannot afford to pay 1/9 per pound for new potatoes grown under cover in Jersey, or 2/- per pound for strawberries grown in English hot houses. At these prices Jersey potatoes and English strawberries are available in small supplies at Covent Garden. But even if the supplies were large the middle classes could not afford to pay such prices. Articles of food have soared so high in price that the middle classes have to economise by competing with the poor. Butter beans, which the Food Controller has urged the public to substitute for potatoes, have increased by 500 per cent. since the war, and are now sold at 1/- per lb. Rice, tapioca, sago, and such articles have more than doubled in price; macaroni and spaghetti are unprocureable even at enhanced prices. Half of the substitutes recommended by the Food Controller are no longer procurable at the large departmental stores in London. Even at the small suburban shops supplies of some general articles of food are unprocureable for days because new orders have not been delivered from the wholesale houses. It is a common experience for a customer to be told that she can have only half the amount she asks for. Some of the big multiple shops, which specialise in butter, cheese, and bacon, will not supply more than a lb. of butter to a customer when their stocks are low and new supplies have been delayed. Every day of the week there is a queue outside a provision shop near Liverpool-street—a queue composed chiefly of married clerks employed in the city who have dutifully prom-

ised their domestic partners to bring home some butter, and thereby avoid disappointment at suburban shops.

Bread Supply Critical. The wheat supply is causing more anxiety to the Food Controller and to the Government than any other aspect of the food question. Unless the consumption of bread be reduced there will be a serious shortage before the next harvest. In his official calculations the Food Controller makes allowance for the fact that food-laden ships will continue to arrive at British ports, and that a proportion of them will be sunk by enemy submarines. He states that it is essential that the consumption should be reduced by 1lb per head per week below the consumption in the days of peace. Such a reduction will enable the nation to carry on until the new harvest with a margin of safety. But he is reluctant to introduce bread tickets and compulsory rationing. The introduction of compulsory rationing would require an army of 30,000 officials, and it is certain beforehand, as the result of experience in Germany, that it cannot be made to work satisfactorily. The consumption of bread is highest per head among the working classes, but it would press more severely on the working classes than on any other section of the community.

At the present time the public are compelled to live chiefly on meat and bread, because the supplies of cheap substitutes are very short. The winter, which should have departed last month, has not yet released its grip in England. It has been the longest and severest winter for 30 years. Until the spring comes, and the sun dries the sodden ground, nothing can be grown in the open. Seeds planted in the present state of the ground would rot. In response to the appeal of the Food Controller the local government authorities have placed thousands of small plots of ground at the disposal of householders for growing vegetables. For weeks past an army of amateur gardeners have been at work digging their plots and preparing the soil for seed, but until the long spell of wet weather comes to an end nothing can be grown. Vegetables will be more plentiful in England this year than they have ever been, but they will be nearly six weeks later than usual in maturing. There will be few home-grown vegetables on English tables before the end of July. Therefore there is no hope of diminishing bread consumption during the next few months by eating vegetables. And it is the next few months that will be critical with regard to the bread supply. It is small wonder that the food outlook is causing the Government the utmost anxiety.

SOLDIERS' SEND-OFF AT MOUNT VICTORIA. "And the Soldiers go Marching—Marching Away." A Mount Victoria correspondent forwards the following report of a local send-off:—The many friends of Privates T. W. Smith, H. Myers, and A. Myers met in the Mount Victoria Hall on Saturday, 11th June, to bid them farewell prior to their departure for the front. Unfortunately Private A. Myers had already sailed, but a message was forwarded to him as soon as his whereabouts is known. Private Smith is a member of the Amalgamated, and was employed in the Interlocking Department at Mount Victoria, where he has resided for some considerable time. His leaves behind him a wife and child, who still reside here. Private Smith was the recipient of a wristlet watch at the hands of Mr. E. W. Sheppard, who also presented Private H. Myers with a wallet and fountain-pen. Both the brothers Myers are natives of Mount Victoria, and their father saw action at Gallipoli, from whence he was invalided home some time ago.

In making the presentation, Mr. Sheppard said it was three years since the first function of this kind was held here, at which time the battlefields was practically unknown to Australians, but the men present fully realised the serious nature of their undertaking. Private Myers, who leaves an aged pair of grandparents at Mount Victoria, he trusted would use his pen frequently in order to assure his relatives and friends that they were bright in his memory, though far away. Privates Smith and Myers responded suitably. "They are jolly good fellows" followed enthusiastically. Refreshments were served at 10 o'clock, and dancing was the chief amusement of the evening, sandwiched between were songs from the following: Private Smith, "Touch of Nature"; Mrs. Roberts, "Soldiers of the King"; and "The Carnival"; Mrs. Mr. and Miss Windybanks, "Tramp, Tramp, the Boys Go Marching"; and "Mother"; Mr. E. W. Sheppard, "The Black Sheep Loves You Best of All"; Mr. Gaffney and Miss Bessie Adison, "Songs of the Old Church Choir"; and "Mother March"; J. Herne, recitation, "Murdered by Drink." Mrs. W. Nipper presided at the piano, while Mr. W. Jubb had charge of the floor.

The arrangements were in the hands of Messrs. E. W. Sheppard, Wilson, Ford and Day, while Messdames Cunningham and Ford, and the Misses Wilson looked to the refreshments. The singing of "Auld Lang Syne" and "God Save the King" brought a very enjoyable evening to a close.

WHY APPLIANCES FAIL.

THE PHYSIOLOGICAL EFFECT OF RAILWAY WORK

By VON BUREN THORNE, M.D., of New York.

Physicians who confine their attention to brain and nerve disorders have devoted much time in recent years to the study of the results of extraordinary mental exertion as manifested in the nervous breakdown of railroad employees. Although many of the facts are obvious to the casual observer, they are none the less startling when reduced to concrete terms. More startling and of equal importance with the facts are the logical deductions. These indicate the necessity for a revision of the administrative methods of all the railway systems in the country, if life, limb, and property are to be safe-guarded, beyond the limit of reasonable unavoidable accidents.

The results of investigations of the railway service by Dr. Charles H. Hughes, a St. Louis neurologist, are set forth in a comprehensive monograph which appeared in a recent number of "The Alienist and Neurologist." He points out that the sanitary regulation of the railway service is quite as important as the subject of rates and rebates, and that the President of the United States would do well to turn his attention to the matter. The appalling accident records of the railways, he declares, are to be attributed almost entirely to mistakes resulting from the brain strain of overworked employees.

The hours of those employed in the train dispatching, engineer, and switch service are entirely too long, the physician declares. As the results of the enforced overtaxing of mental endurance, "cruel, criminal maimings and murders, appalling in numbers, have followed, and bereavements in thousands of families have resulted from this railway official crime of indifference."

The comparatively insignificant compensation in certain departments of great responsibility accentuates the injustice, not only to the employee and the public, but to the owners and managers themselves. Six consecutive hours' service for train dispatchers in many stations, with compensation enough and sufficient opportunity for brain and nerve rebuilding, are most desirable if the service is to be conducted with the minimum possibility of accident. Telegraphers, engineers and conductors are now underpaid. Dr. Hughes holds that they should receive nearly as much as is now paid to superintendents of divisions.

The contrast between the care taken in the inspection of the tracks and the running gear of trains and the lack of effort to conserve the brain power of employees is only too apparent. It is not unusual for telegraphers, conductors and engineers to work twenty-four hours at a stretch; less frequently they do a forty-eight-hour "trick," while in extraordinary cases of emergency men have been called upon to work seventy-two consecutive hours.

The pathological results of such unendurable exertions in positions of great responsibility are brain strain, paralysis, morbid conditions approaching epilepsy, true epilepsy and nervous prostration. "Railway employees will yet seek a remedy in the courts for these as well as the more sensible injuries to the body from accidents," says the physicians, "unless railway management become more considerate of the mental needs of their most efficient and faithful employees."

The more obvious and widely advertised results of this brain strain are the constantly recurring accidents on the railroads. Dr. Hughes recounts an instance of this which occurred recently on a Western road. After seventy-two hours' work a telegrapher fell asleep at his post. As the result of a mistake in his orders two trains met head on in a blinding snow-storm and forty persons were killed.

A train dispatcher who was suffering from toothache and neuralgia asked to be excused long enough to have the tooth extracted. He was informed that if he was well enough to report for duty he was able to continue. He remained at his desk until a condition resembling epilepsy developed, and he was obliged to quit the service and lay up in a hospital. Another dispatcher remained at his desk until he fell to the floor in an epileptic fit.

The enormous aggregate results of brain strain to the public and railway corporations, exclusive of the private miseries of the employees themselves, is best illustrated by a glance at the Interstate Commerce Commission's report of railroad wrecks for 1904-5:—"During the twelve months ended June 30, 1905, 886 persons were killed and 13,783 injured as the result of accidents on railroad trains in the United States," says the report. "Comparison with 1904 shows an increase of 11 killed and 4123 injured among passengers and employees. The increase among passengers was due to the increase in killed being wholly among passengers, while the number among employees killed shows a decrease of 106. There were 1231 collisions and 1535 derailments, of which 163 collisions and 168 derailments affected passenger trains. The dam-

APPEALS BOARD

GUARD REINSTATED.

Before Messrs Hodgson (chairman), Heydon (deput.), and Kelly (employees), on June 7th. Henry J. Bevis, guard, Narrabri West, was dismissed on 27/4/17, on the following charge:—"Convicted at Narrabri Police Court on 18/4/17 of theft of turkeys, the property of one Harris, and fined £5, in default two months' imprisonment. The appellant pleaded not guilty, and was defended by Mr. Corish. The case for the Department was that the appellant was dismissed on account of the conviction. Mr. Corish contended that the decision was not a just one, and that the evidence at the Court was not very strong against Beavis; also that Bevis would have appealed against the conviction but for the fact that he was not in a position to go to a higher court; he also produced a letter from the solicitor who defended Bevis at the Police Court, strongly advising him to appeal. The Board then went carefully through the depositions in connection with the case, and, after a lengthy discussion between the chairman of the Board, and Mr. Corish, the appellant was subject to a deal of examination. Eventually the Board decided, by majority, to uphold the appeal.

A PORTER RESTORED.

Before Messrs. Hodgson (chairman), Burke (Department), and Kelly (employees), on June 7th. W. Carter, porter, Bulli, was dismissed for refusing to remove coke and sawdust from urnal when directed to do so by the S.M. on 5/5/17; he pleaded guilty, but contended that the circumstances were exceptional. Mr. Corish appeared for the appellant. Mr. A. S. Holland stated that Carter refused to clean the drain on the date mentioned. To Mr. Corish: The drain was in a bad state at the time; the per way men attend to stoppages in such drains at times; it was Carter's work to attend to the cleaning of the sawdust, etc. from the urnal, and it was the first time he had refused; apart from this incident he did his work well. To Mr. Kelly: Carter had to attend to trains. The Board decided to restore the appellant to his position.

A CHARGE OF LOITERING NOT UPHOLD.

On a charge of loitering during hours of duty, T. E. Ball, assistant guard, Sydney; W. R. Stevens, porter, Sydney; A. Walder, porter; and Thomas, guard, were dismissed from the service. As the cases were of a similar nature, it was decided to take them all together. Thomas and Walder pleaded not guilty, and Ball and Stevens pleaded guilty. Mr. Corish appeared to defend. J. E. Fullerton (Traffic Inspector) stated that he saw several men together near the weighbridge office at Enfield, and they appeared to be playing "two up." They were together for about 7 or 8 minutes. He subsequently laid a complaint to the yard master. To Mr. Corish: The guard on duty, acting shunter, would be in charge in the absence of the yard master; witness could not see coins being tossed from the distance he was away from the men. To the Chairman: There was no truck on the weighbridge at the time. To Mr. Kelly: He came up from the south end of the yard, and was looking for a certain truck at the time he saw the men; he had not found the truck at the time; he could not say who the men were then. To Mr. Gander: He saw two men leaving the spot later and going towards the wheat stack. To Mr. Corish: He got two different statements from Stevens; in the last one he did admit loitering. Appellant Stevens admitted doing nothing for about ten minutes; he said there was nothing for him to do, as there was no wheat ready to be weighed at the time. To Mr. Corish: It was his duty to weigh all trucks and enter up same; it was not his work to shunt trucks, but he assisted at such work; when he admitted in his statement that he was loitering he meant that he was doing nothing, as there were no trucks to weigh. To Mr. Gander: Thomas came up to the weighbridge about three minutes after him (Stevens); they both had been doing shunting. Thomas admitted doing no work for a few minutes; he thought about four or five minutes; he had done the usual shunting this day; the yard was full of wheat at the time. Appellant Ball, guard and acting shunter, stated that he had been at Clyde during the morning, and arrived back at Enfield about 2.30 p.m. He went to the yard master's office for instructions, and was told to put his engine away and then go and put the remainder of the day in shunting. He was about six hours when he went to the weighbridge office; he arrived there about 2.30 and was there about three or four minutes when he saw Inspector Fullerton coming towards him; Fullerton asked him what he was doing, and he (Ball) explained what he had

STAFF CHANGES

Week Ended June 16th.

RAILWAYS

Locomotive Branch.
Appointments.
Boilermakers' Apprentice: Joseph S. Drane, Albert Jefferson, Hamilton. Cleaner: Isaac Harvey, Werris Creek.
Promotions.
Call Boy to Cleaner: Leslie Hunter, Hamilton.
Leading Fitter to Foreman: J. Starkey, Honeysuckle Point.
Removals—Resigned or Left the Service.
Cleaner: Arthur D'Arcy, Werris Creek.
Deceased.
Call Boy: Francis Spencer, Singleton.

Traffic Branch.
Appointments.
Porters: Jeremiah O'Brien, Guyra; Herbert Hull, Werris Creek; Frank Johnson, Delungra; George Howard, Lismore.
Junior Porters: Thomas Aughter-terton, Glen Innes; Allan Pitt, Byron Bay.
Gatekeepers: Cecil Gittos, Broadmeadow; Blanche Beahan, Armidale; Catherine Waters, Wingen.
Promotions.
Porters to Shunters: Hugh Anderson, Bullock Is.; Harrie Taylor, Narrabri West.

Removals.
Guard: Samuel Baker, Armidale.
Porters: Edwin Coombes, West Maitland; George Manning, Lismore Relief Staff.
Junior Porter: Harry Mortimer, Lismore.
Gatekeeper: Margaret Beahan, Armidale.
Permanent Way Branch.
Resigned or Left the Service.
Fettlers: Richard Hogbin, Llangobthin; E. B. Maher, Moree-Inverell.

TRAMWAYS.

Appointments.
Cleaners: James W. Daly, Henry A. V. Sarina, William D. Reilly, Robert H. Samuels, Sydney.
Fuelmen: Edward Dooley, Roy E. Mitchell, Ultimo Power House.
Machinists' Apprentice: Lawrence A. H. Riley, Randwick.
Removals.
Cleaners: Richard Divola, Christie E. O'Sullivan, Robert Cassidy, Norman A. Smith, Benjamin J. Norburn, Athelston R. Callow, Sydney.
Electrical Fitters' Apprentice: Matthew W. O'Donnell, Sydney.
Assistant to Coachmaker: Cecil B. Davies, Randwick.
Wood Machinists' Apprentice: Peter Duffy, Randwick.
Fitter: Stanley Day, Randwick.
Lahorer: George S. Norman, Randwick.
Boilermaker: George M. Williams, Randwick.
Turner: William Younger, Randwick.

Traffic Branch.
Appointments.
Conductors: William A. F. Sullivan, William H. Johnson, Thomas H. Gould, Arthur Lavender, Patrick Sheehan, Robert Boyd, Harry Miller, Ernest H. Child, Ronald Miller, David T. Veysey, William D. Gatehouse, Edward Lovegrove, Joseph Martin, Sydney.
Promotion.
Conductors to Electric Drivers: James H. Staples, Richard Lynch, Sydney.
Conductor to Motor Attendant: George J. McLeod, Newcastle.

Removals—Resigned or left the Service.
Clerk—Albert McCann, Sydney.
Junior Clerk: Edward Neylon, Sydney.
Conductors: Stephen J. Hickey, William G. Bailey, William H. Hearn, Albert W. McDonald, John D. Haney, Andrew C. Gardner, Arthur T. McIllyre, Sydney.

MEETING OF BRANCH SECRETARIES AND COLLECTORS.
ALTERATION OF DATE.
The date of the first quarterly meeting of branch secretaries and collectors is Friday, 6th July, at Head Office, at 8 p.m., not 4th July, as stated in circular No. 17, of 6th June last.

done; he was then asked for a statement, which he gave.
To Mr. Corish: He was of opinion that he should be allowed reasonable time for a meal after coming from Clyde, and being six hours on duty.
To Mr. Gander: He was waiting for a while at Clyde, but had no meat there.
To Mr. Kelly: While waiting at Clyde he was liable to be called for duty at any moment.
Appellant Walder admitted being idle for a few minutes, but contended that there was nothing for him to do at the time; his duty was to assist with the weighing of the wheat, and there were no trucks to weigh at the time.
To Mr. Corish: It was not his duty to put trucks on the weighbridge. The Board decided to reinstate all the appellants to their positions on June 17th.

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

ASSOCIATED RACING CLUBS
PONY RACES.
NEXT MEETINGS.
Rosebery, Wed., July 4
Victoria Park, Wed., July 11

There are Rings and Rings
18ct. 5 diamond engagement ring, £3 to £16/10/-.

I STAND BEHIND EVERY RING I SELL.
Diamond Engagement Rings. I guarantee the setting of every stone—and, what is more, I guarantee to save every man 2/- in 4 for the same goods as larger men sell.
LOW EXPENSES MEAN LOW PRICES.
Ring Size Card posted free to any address.

Fred. Middleton
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767 GEORGE ST., SYDNEY
5 doors above Lyric.
Late Manager R. B. Orchards.
"Fred Slices Prices."

Canterbury Park Races
NEXT SATURDAY, JUNE 30.
First Race 1.55 p.m. Last Race, 4.45 p.m.
Trains as Advertised.
W. L. DAVIS, Secretary.

THE CO-OPERATOR.

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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.

LEGAL RESPONSIBILITY.

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

AGENTS WANTED.

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

Printed and Published by Robert Hay, for the "Co-operator," Ltd., 431a Kent Street, Sydney, N.S.W.

THURSDAY, JUNE 28, 1917.

NEWS AND VIEWS.

The British National Union of Railwaymen is a militant body of unionists, the members of which appear to thoroughly appreciate the benefits of industrialism; also they seem to realize the important position they occupy in the economic field, and they have a habit of letting the "powers that be" know exactly what they think of them. In this connection a cablegram published in the daily papers last week is worth reproduction. It reads:—"The National Union of Railwaymen expelled a Government shorthand writer from their meeting, and Mr. Thomas said that this was the Union's indignation protest, and would be a warning to the Government that the railwaymen were neither spies nor traitors. They were determined not to permit Prussian militarism in Britain. Mr. Bellamy, the president, said that neither nationalisation nor Government control of the railways would be acceptable after the war unless the workers had a share in the management."

The Per. Way men in Queensland are much in the same position as their fellow workers in this State. Many letters appear in the columns of the Brisbane "Daily Standard" which paper, by the way, is doing excellent work for Labour in the northern State—from fetters complaining of wages and conditions. "For years past," says one lengthman, "the justice of a substantial rise in lengthmen's wages has been fully recognised. What we want to know is: Are we going to get our increase very soon, and will that increase be retrospective—as it ought to be—from July, 1916?" These men have been waiting for an Arbitration Court Award since April last, and are naturally exasperated at the long delay. Queensland has a Labour Government, but this fact does not cause the acceleration of the funeral-like progress of the industrial Courts.

Last week the general secretary of the "All Grades" (Mr. Claude Thompson) was successful in obtaining the consent of the Industrial Court for leave to appeal from the award of the Government Tramways Group, No. 4 (Electrical Fitters' Assistants) Board. Mr. Thompson has the matter in hand, and hopes to succeed in securing the amendments asked for by those employees affected.

The secretary of the New Zealand United Federation of Labour is preparing to call a conference at Wellington for the purpose of discussing the question of the complete linking up of all the New Zealand Labour organisations. "Linking up" suggests a chain, and the word chain naturally, through the association of ideas, calls to mind an anchor. The sheet anchor of Labour is industrial unity. This anchor will hold, but every link of the cable must be forged and tempered to an equal degree of toughness if Labour is to weather the storm of opposition it is destined to have to contend against.

"The only sound reason for the endowment of motherhood," says an authority quoted approvingly by the "Smerald," "is that it would enable the State, in its own interests, to further the national selection of the fit." That is to say, the State, before paying the baby bonus, should have the privilege, or the right, to select the parents of its future citizens, or at any rate to exercise some control over the selection of partners, with the object of improving the race. The science of eugenics, though of comparatively recent origin, is fast becoming acceptable to thinking people. The extent of heredity and of pre-natal influences in the building up of a people is not yet thoroughly understood, though it is known that such influences play a large part in the formation of character as well as physique. "We do not know," says Sir Clifford Allbut, "even approximately, the contents of the individual man, the materials racially and personally acquired, the products of past experience racial and personal, built sensibly and insensibly into his personality." On the whole, however, one may say that Australia has managed very well under the old haphazard system of "choose your partners."

W. A. Zull, M.L.A., is responsible for the opinion that the French's Forest scheme of homes for soldiers is foredoomed to failure. He says that the sooner the scheme is dropped the better it will be for all concerned. This opinion is not very encouraging to those enthusiastic souls that gave up their Saturday afternoons and Sundays, and raised dusters on their hands, in the work of clearing the land and building houses on the site referred to.

In granting substantial increases to postal employees—an all-round increase of £18 per year to members of the Postal Electricians' Union, and a similar increase of £12 to the members of the Line Construction and Maintenance Union, on account of the increased cost of living—the President of the Court, Mr. Justice Higgins, said: "War and drought bring no respite as to the urgent and incessant wants of the home. In his recent decision in the Telegraphists' case, my brother Powers acted on the same conditions as they existed before the war and the drought, but he did so at the request of both parties." It was hard, he said, to refute the contention that "if abnormal conditions cause an abnormal increase in the cost of living, the burden of the abnormal increase should be borne by the whole community, and not borne by the public servants only." These remarks apply with equal force to railway and tramway men.

The respondents contended, in the case referred to above, that men receiving more than the basic wage—approximately £156—should not be allowed to maintain the recognised margin for skill, but here, again, the President of the Court blew the argument out by saying that in such circumstances as those existing one could question the wisdom of taking away or diminishing the incentive to proficiency which the secondary wage for skill supplies. Then the question of cost was raised, to which Mr. Justice Higgins replied: "Such consideration is for Parliament, not for this Court. I have to consider and decide what is just, and it is for Parliament to say whether it can, and will, give effect to my decision." One cannot help but contrast such utterances with those of others who appear to imagine it to be their function to whittle down the basic wage to a point at which the worker can merely subsist—a soup bone wage, so to speak.

"One touch of nature makes the whole world kin." The truth of this saying is exemplified by the experience of our fellow railway workers in India. For instance, "The Railway Times," of Bombay, has the following: "Many of our branch secretaries who take up their duties with pleasure and a zealous desire to improve things as much as lies in their power, not infrequently find their efforts unappreciated, and their energies damped after a while, and give up their posts in sheer disgust. We received a very characteristic letter from a branch secretary on one of the railways. The reason of the delay in the returns and cash, he says, is because I cannot get the subscription from the members residing in my station. I have many bad paymasters."

A VISIT TO THE COAL STACKS

(W. Davies, M.L.A., in the "South Coast Times.")

It was a beautiful sunny afternoon, and my friend suggested a run out in the sulky. Being of the same opinion, the horse was therefore harnessed and we took a trip down to the coal stacks.

Down the South Coast-road we went as far as the crossing which turns to Kembla. On arriving at the crossing we enquired as to where we could get the best view of the stored-up energy of the miners—not only of the Kembla miners but of miners employed at other mines on the Coast. We were told to go straight up the Kembla road and take the crossing over the rails, and that a little further on we would come to a hill, where we could get a splendid view of the whole of the coal stacked without trespassing on anyone's property, and that is a consideration now-a-days.

After returning thanks for the advice given, we went, and in a few minutes we were there.

Seated in the sulky on the hillside overlooking the coal heaps, which were in long rows of four or five feet high, representing thousands of tons of coal we saw everything as busy as a hive. Engines were puffing away as they were shunting the wagons to their places, ready to be unloaded. Men working on piece work rushing to the wagons, eager to open the doors as if their very existence depended on the amount of coal they could unload.

"Do you know how those men are paid?" said my friend.

"I have a slight idea," said I.

"Well, they are paid 9½d. per ton, and sometimes they have to wait for hours at a time until the wagons are brought for them to unload. That is to say, they spend hours of their time on the job, away from their wives and families without receiving any pay for it."

"Ah, yes, my friend, but that's part of the glorious system of payment by results that Mr. Beely is so anxious to extend to almost every phase of industrial activity."

"Why, the thousands of tons of coal that you see lying there now has been produced on the same touch and go principle; only you see it in broad daylight here in the paddock, but underground they only see it with a safety lamp, which makes a considerable amount of difference."

Anxious to know something about the great black spot in the paddock, I asked a passer-by what was the object for stacking all that coal we could see.

"They say that's for the British Navy," he said, "and they are not only stacking here at Kembla, but also at Bulli and Newcastle."

By the appearance of the person who supplied the information he thought it was true, that the British Navy really needed the coal. He evidently didn't know that the miners of South Wales—the persons who supply the coal for the British Navy were working three or four days a week.

The future alone will reveal to us the real object for stacking the great quantities of coal we see them stacking at the present time.

Only a few weeks ago the miners of the South Coast were accused of being responsible for the sinking of the Ballarat because they were not working constantly enough. The stacks of coal is the answer to the allegation.

The stacks of coal show the strength of capitalism as compared with labor. It shows that while the employing class can accumulate stocks, the worker is on a hand to mouth existence, and cannot fill his cupboard to prepare for the day—which will come as sure as his pen is in his hand—when capital and labor will be forced to have a trial of strength. If the employers are not responsible for the stacking of the coal, then the Government must be. But the object for the stacks is just the same. The workers have to provide the ammunition for the employer or the Government to defeat himself. Or put in other words, is compelled to dig his own grave.

My friend then turned the horse's head towards Wollongong, and we left the coal stacks that will undoubtedly speak for themselves in the not far distant future.

THE MACQUARIE SEAT.

Mr. R. Corish, assistant secretary of the "All Grades," announced on Tuesday that he was a candidate for the Labour selection for the Macquarie seat, rendered vacant through the death of Mr. T. H. Throver.

Rich people corner many things, but they cannot corner sunshine.

Possess a mind of your own; don't allow other people to think for you.

An adaptation of an old story:—

When the Kaiser was about to motor to the West front, a wise and good man asked him what were his intentions and expectations.

"To conquer France," said the Kaiser.

"And what will you do next, my lord?"

"Next I will conquer England. Gott straffe England!"

"And after that?"

"We will subdue Russia, Macedonia, all Africa, and all Greece."

"And when we have conquered all we can, what shall we do?"

"Do? Why, then we will sit down and spend our time in peace and comfort."

"Ah, my lord," said the wise man, "what prevents our being in peace and comfort now?"

What the Composer of "AUSTRALIA WILL BE THERE" says about



THE GREAT MONEY-SAVING REMEDY FOR COUGHS, COLDS, CROUP, CATARRH, AND OTHER CHEST AND THROAT AFFECTIONS.

SKIPPER FRANCIS, the celebrated Welsh Baritone, now enjoying an immense success on the Pallier circuit, is a man of many parts. He achieved fame as the winner of the first prize in the song "Australia Will Be There" and other popular songs that his name is known all over the world.

HEENZO (Hean's Essence), when diluted with warm water and sweetened as per easy directions printed on the label, at once produces a most superior quality cough mixture. It is a large supply of Cough Mixture. Heenzo costs only 2/- thus effecting a CLEAR CASH SAVING OF 10/- ON EACH BOTTLE USED. The combined efficacy and economy of HEENZO make it an ideal family cough remedy.

HEENZO COUGH DIAMONDS. Medicated with Heenzo (Hean's Essence). They are lozenges specially prepared for those who do not require a large supply of Cough Mixture. They are invaluable for Singers, Speakers, and others who have to take care of their throats. Heenzo Cough Diamonds are obtainable at all reliable Chemists and Stores, or direct from G. W. Hean, Manufacturing Chemist, 178 Castlereagh Street, Sydney.

TRAMWAY AWARD

VARIATION OF TRAMWAY GROUP No. 1 (PER. WAY) AWARD.

The following variation of this Award was gazetted on Friday last: 1. By inserting at the beginning of clause 1 the words "Except for Watchmen"; and by adding to the said clause the following paragraph: "The ordinary hours of watchmen shall be 96 per fortnight worked either by day or night in 12 shifts per fortnight."

2. By adding to clause 2 the following paragraph: "(iii) Watchmen shall be paid overtime at the rate of ordinary time over 8 hours worked in any of the 12 shifts per fortnight. If a watchman works over 12 shifts per fortnight he shall be paid time and a half for any shift over 12."

3. By inserting at the beginning of clause 3 the words "Except for watchmen."

4. By deleting clause 4 and substituting therefor the following clause: "4. Wages.—The following shall be the minimum rates of pay for the ordinary hours of labour:—

Table listing wages for various occupations: General labourers (9 9), Labourers excavating concrete (10 0), Labourers mixing concrete by hand (10 0), Labourers loading and unloading bagged cement from trucks (10 3), Spikers (10 3), Fishers-up (10 3), Ratchet borers (10 3), Floaters (10 3), Bonders (10 3), Flangers (cutting and breaking rails) (10 3), Hammermen (10 3), Spawlers (10 3), Jumper and battermen (10 3), Pressmen or crowmen (10 3), Railwelders (electric) (10 3), Tool sharpeners (10 5), Watchmen (9 4), Watchmen at depots (9 9), Timekeepers (9 9), Timekeeper at head depot (10 3), Ballast guards (10 5), Weigh clerk (10 3), Machine attendants (10 3), Inspector passing bricks (11 2), Inspector passing timber (12 0), Assistant inspector passing timber (10 0), Rockchopper or rockgutterers (the term 'rockchoppers' or 'rockgutterers' shall only be applied to men chopping or guttering rock which exceeds 18 inches in depth) (11 2), Powder monkey (10 0), Pettlers on length (9 9), Storemen (10 3), Fireman at tar-distilling plant (10 5), Men working in trenches over 4 feet deep (10 0), Assistant relaying gangers (10 9), Men working in trenches or shafts over 10 feet deep (10 3), Gangers: Relaying gangers (12 0), Duplication gangers (12 0), Assistant duplication gangers (10 9), Depot gangers (other than at head depot) (12 0), Pettling gangers (11 2), Other gangers: In charge of under 12 men (10 9), In charge of 12 men or over (11 2)

RANDWICK WORKSHOP BOYS

DEPUTATION TO THE CHIEF COMMISSIONER.

A deputation, consisting of Mr. Burns (Ironworkers' Assistants), Mr. Lawton (Tramway Union), and Mr. R. Corish (Amalgamated Railway and Tramway Service Association), waited on the Chief Commissioner for Railways on Tuesday last with reference to the grievances of the boys employed at the Randwick Tramway Workshops who came out on strike at the latter end of last week. An increase was asked for all boys employed at Randwick, on the ground that on an appeal against the Electrical Trades Award, No. 2, in January last, boys from 20 to 21 years received an increase of 6d per day. The boys at Randwick wanted the same money. The Commissioner replied to the effect that on investigating the rates of pay to boys outside the service in the iron industry he found they were lower than those paid by the Commissioners, and, in the circumstances, owing to the fact that they had a very recent award, he could not see his way clear to pay them the increase of 6d all round, in reply to the allegation that some of the boys did men's work. Mr. Fraser said that if that were the case he would see that it was remedied. In regard to car cleaning, the boys had been given 6d extra, but the conditions under which they worked were totally different to those of the boys in the workshops. The boys on reaching the age of 21 years would get credit for service as juniors when appointments were being made of adult members to the staff. Mr. Fraser would not admit that the cost of living had gone up since he had given an increase 12 months ago; the boys in the workshops, on the other hand, he said the cost of living had decreased.

BYROCK.

MUTTON ORPHAN FUND.

I beg to acknowledge receipt of the following amounts for above fund, which are in Trust acct. under above heading in Government S. Bank, Byrock.—P. Flowers, branch secretary, Byrock. H. J. Hopkins, West Maitland, £2. Thos McDonnell, Minto, 16/-. Gordon Gormley (loco.), Wellington, £8/10/-. J. Long (Tram Signals Bondi), Bondi, £2/18/6. R. Beverley, Brewarrina, 17/-. J. Carney, Harden No. 1, 6/-. Sidney Ham, Ardlugh, £2/4/6. P. Hartman, Mooloola, £2/12/-. M. Hand, Bourke, £1/15/-. Wallace Hough, Taroon, £3/5/-. Total to date, £36.17, £24/14/-. The curate prided himself on his oratorical powers. He was describing the downward path of the sinner, and used the metaphor of a ship drifting and going to pieces on the rocks. A sailor in the audience was deeply interested.

OUR LETTER BOX

MURRAH: "BILLY MORRE."

THE EXASPERATING No. 1 BOARD. "Verily," writes "Welfare," a voice has been raised out of the wilderness, clear and decisive in tone. It echoes not in the sepulchral void, but in the mind and thought of many concerned in the fate of No. 1 Award. Something was badly needed to expose the apathy existing somewhere, and someone courageous enough to do that something. The example has been set by one in this column. I am sure to many fetters, apart from nerve caused by vigilance against the "Co-op" for some findings of their award, the greater strain is being felt in meeting the bills of the affable storekeeper. Apparently the just claims and needs of the manual employees of the Commissioners is not receiving prompt consideration. One might justly ask, are we men of the Permanent Way to be always recognised as the class of weak heads and strong backs, worthy of nothing more than a mere existence? "For long enough the work allotted to us has not been according to our ability, but to circumstances, and we have been made little of because we are undemonstrative and submissive to the powers that be."

"SELF v. UNIONISM."

"I was somewhat amused, and I might say, surprised and disgusted, at the ignorance of the wall of the assistant signal sectionman who wrote in the 'Co-operator' of the 14th inst., and was not game to mention his name," writes Mr. H. P. Hopkins. "I will endeavour, first, to deal with the headings of 'Self v. Unionism.' Being the person who is undoubtedly the cause of the complaint I want to say that as far as selfishness is concerned, I did wait until some one asked me to join a union; secondly, I did not wait until I got into trouble and then join; and thirdly, I did not join because the union was fighting my claims before the Industrial Arbitration Court. I joined to assist in the emancipation of my fellow workers, and here I will show how I contributed. The day I joined the Railway service, I joined the 'All Grades.' With others I assisted to form the Signals branch. I was then transferred to West Maitland and there I was one who helped to form the Maitland branch. On being transferred to Moree, I got busy again, and assisted to form a branch there. Again I was transferred to West Maitland and I was sorry to see that this branch (Maitland) was almost dead; however, by unselfish and true unionistic principles I lifted it out of the ruck to be one of the strongest branches in the 'All Grades.' Some people seem to think that because they hold a union ticket they are full-blown unionists. That only constitutes the first part; the next is to act up to the principles and aims of unionism. Look at the state of unrest that exists in the service to-day, and ask yourself, why is it? A lot of it is caused through the action of people like the writer of this miserable article on 'Self v. Unionism.' I would like to ask him, where was he when the general secretary was continually asking for an assistant sectionman to give evidence? He was probably like a lot more of the so-called unionists, who, when asked to give evidence, say, 'It's no good sending me, I can't talk, ask so and so, he can talk,' and when 'so and so' goes, this noble exponent of the art of wriggling has the hide and audacity to criticise the evidence given. So much for 'Self v. Unionism.' 'Now, I will answer the vital point of his 'Yes-No' article. In the first place, I did not volunteer the evidence referred to. I was asked this question, 'Are you responsible for the work of your assistant when he attends a failure, if you, at the same time, are attending to one?' and I most certainly said 'Yes.' The writer goes on to say that the assistant might have to carry out certain rules and regulations that might be necessary and essential in connection with the safe working, or instructions laid down in dealing with the failure. Certainly the assistant is responsible for this, but that is all. Don't think for one minute that I imagine this. I have tested it in connection with a failure that occurred on this section, which my assistant attended and from which I hold departmental correspondence showing that I am held responsible. So you see that he did not grasp at the last straw, as this poor misguided individual alleges. 'In conclusion, I sincerely hope that his time will be more valuably occupied in the interest of his fellow workers than criticising those that have endeavoured and always will endeavour, to do their best in assisting to better the conditions under which we work.'

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The certain ecclesiastical conference, and was observed studying his Bible with a puzzled look on his face. In reply to the inquiry of a friend, he explained that he had noticed a reference to the thirtieth chapter of Genesis in so many shop-windows that he had looked it up. He had read the whole chapter several times, but could see no reason why it should be the object of special attention. Then he suddenly broke off. "Why, though, the notice again!" he said, peering at a placard with his short-sighted eyes. The friend looked at the placard and smiled. It read: "Quinness' XXX."

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£50 Dentist Charles I. Harris £50 to 1/- Offers to 1/- that, with his PAINLESS METHOD, he can extract any tooth without pain. His rooms are open every night till 9, and his address is ST. JAMES' CHAMBERS, KING STREET, opposite Queen's Statue, where he has been for the past 26 years.

THAT REMINDS ME.

Two female munition workers were discussing their personal affairs. "Got a chap yet, Liz?" inquired one. "Yes, and he's a toff. He's manager at—"

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PLEASE NOTE

**AS JUNE 28, 1917 WAS VOL: 8 No. 27
AND
AUGUST 2, 1917 WAS VOL: 8 No. 29**

**IT APPEARS ONLY ONE ISSUE,
VOL: 8 No. 28 IS MISSING.**

**IT CANNOT BE DETERMINED WHETHER
JULY 5, 12, 19 OR 26
WERE NOT PUBLISHED OR ARE
UNAVAILABLE AT TIME OF FILMING.**