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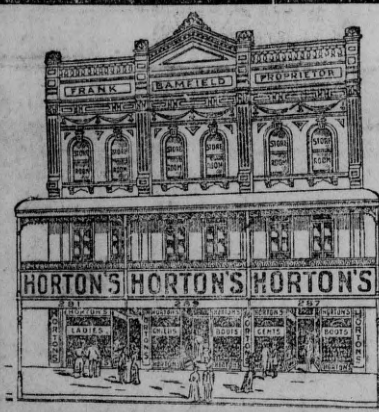
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GREAT WIN FOR THE AMALGAMATED RE-REGISTRATION GRANTED BY MR. JUSTICE HEYDON.

ALL THE FORCES OF SECTIONALISM TOO WEAK TO SUCCESSFULLY OPPOSE.

Black lets the cat out of the bag—Sectionalists forced to oppose in self defence, little fellows afraid of absorption.—"The Amalgamated," says Mr. Thompson, "has more men in its ranks unable to join any union than several of its opponents put together."—Shall these men be denied access to the Industrial Court?—Judgment for the Amalgamated—Complete rout of the Sectionalists.

The hearing of the application of the "Amalgamated" for registration as an industrial union, was continued on Thursday morning last, in the Industrial Court, before Mr. Justice Heydon.

Mr. Sullivan (Moulders' Union), addressing his Honor, said he did not desire to add to what had been said by counsel. All the moulders in the service were members of his union, barring two.

Mr. Black (Electrical Trades Union) supported the views of Mr. Curlew and Mr. Marshall. He submitted that most electrical workers in the service belonged to his union. The number of men in the service covered by the Electrical Trades Board was 460, and he claimed to have most of them. There were only 600 men in the service altogether who could join his union.

Mr. Thompson said it was more convenient for these men to join the Amalgamated. This he denied. These men had been unorganised up to 1900, and since then his union had secured three boards to cover them. If registration was granted, all parties would have some say in the carriage of boards. His union regretted having to oppose this application, but they were forced to appear in self defence. The policy of the Amalgamated was absorption of all the other unions. If there was anything in industrialism there was a proper way to go about it. Instead of proselytising amongst the craft unions the Amalgamated should approach them as a body. The Amalgamated had come to the Court asking for registration for the big majority of men in the railway service who could belong to other industrial unions, as well as the few who could not. If this miserable minority got registration in this way it would stultify the Act. The applicant had deliberately put itself out of Court by including members who could belong to other unions registered under the Industrial Arbitration Act. If it was put out of court and came back in the proper manner, there would be no opposition from the unions opposing. He trusted registration would not be granted. If it was granted it would be an injury to his union.

His Honor said: No injury would accrue to Mr. Black's union since they already had the carriage of the Board.

Mr. Black said that was so, but it was possible if the Amalgamated got registration that they might increase

their membership, and later on come to the Court and ask for some share in the Board.

His Honor said he was doubtful whether he could concern himself with this aspect. He thought all unions were engaged in proselytising and this was, as far as he could see, quite a legitimate condition. He could not take sides as against unions. If men desired to join an industrial union, or a craft union, it was purely a matter for themselves.

Mr. Thompson (Amalgamated) put in a list of men in the service covered by No. 1 and 2 Boards. They were for the convenience of the Court.

His Honor said it was clear that some men in the service could only belong to the Amalgamated.

Mr. Thompson, addressing his Honor, said that many of the statements of the opposing unions were not at all relevant to the point at issue. Mr. Curlew had touched many times on rule 43, and had in fact said that grave consequences might arise with such a rule as this. He would say that as a consequence of the railway strike some years ago, this rule had been placed there. The present rules were the rules adopted (with alterations) 28 or 30 years ago, and had they trimmed them to suit this decision, would they not have been open to reproach? Instead they approached the Court in an open and frank manner. These had been registered before by the Registrar and no objection was taken. He thought it quite a common rule. He did not think these rules perfect, and any suggestion of the Court would be seriously considered by his executive. Dealing with subsection 3 of the Arbitration Act, which read:

"Any such application may be refused if it appears that the members of the applicant union might conveniently belong, as already been registered, as an industrial union."

Mr. Thompson said he would contend that this section did not mean a portion of the members of the applicant union or the majority, but the members. He thought it might be asked could the membership of the Amalgamated be distributed amongst other unions? Could they? He had shown that no less than 5943 men in the service could not belong to any service union. Very few objections were taken to this list, and those taken covered just a matter of ones and twos. It had been claimed that gasmen, store-

men, clerks, and others could belong to the craft unions. He had produced evidence that these unions did not cater for, or even allow them admission. Suppose he admitted, in a generous spirit, that all those objected to could belong to other unions, there were still many thousands of men who could not belong to any other union. If he could prove that there were 5000 men in his union who could not join then he thought there was no question of convenience involved. There had been a flourishing of the Railway Workers' rules to the Court but, after the evidence of Mr. West, as to fitters and gangers being unable to gain admission to that union, there was an eloquent silence. Take the question of overlapping. There was a serious overlapping of registered unions throughout the State. Take the instance of the carpenters, said Mr. Thompson. There were three unions of carpenters registered in the Industrial Court. Was there not overlapping there? Then the engineers; there were two unions of engineers registered, and here was evidence again of overlapping. The Tramway Union also overlapped many craft unions. The rules of this union allowed it to take in all the men in the tramway service. It could take members who could belong to the "officers," and all the other craft unions in the State.

His Honor: The Traffic Union is just the same, is it not?

Mr. Thompson: Yes; any man on the wages staff of the traffic branch of the railways. Thus they could take in compositors, carpenters, and others. Suppose there is overlapping, said Mr. Thompson, it might be said, why accentuate the overlapping? Granting the application would not give them any overwhelming power over unions more entitled to boards, and this matter would be argued before the Court in each case. Therefore he did not think any injury would be done to the existing unions. He pointed to the constitution of the Railway Boards. No. 3 was in the hands of the Traffic; No. 4, the Loco. Drivers and Firemen, in conjunction with the Federated Engine Drivers; and these interests were not jeopardised. No 5 Board was a composite board covering carpenters, plasterers, stone-masons, tinsmiths, and other craftsmen, and the representative on the Board was a plumber. Apparently, the craft unions were satisfied, although it could not be claimed that the representative on the Board knew all the various conditions under which these different craftsmen

labored. Some reference had been made to the impertinence of the Amalgamated coming to the Court for registration. He did not think it impertinent to come before this Court, there was no apology required at all. For many years, most of the unions now in existence, had opposing this registration, had worked side by side with the Amalgamated without there being much friction, and he was sure this would continue. For the first part of his case he submitted that having shown that many men could not be covered by other unions, it was sufficient to warrant the granting of the registration. The main purpose of the Act was to regulate the workers in industries and to enable them to approach the Court. If it could be shown that a grievous injury would be done to a vast number of men, he thought that the Court would grant registration. His figures were not challenged by the opposition, and he considered this sufficient to establish his case.

In the second part of his case, said Mr. Thompson, even if some men could belong to the existing unions, he submitted that they could not conveniently belong. The interests were not common; men in the service made the service a life work, different from outside workers altogether. He pointed out how men joined the service and were promoted must leave one union after another upon each promotion, and the only union which could deal with his interests all the time was the Amalgamated. And then, even if he was not promoted, he might, in the evening of his life, be transferred to a position of less responsibility, and, as far as the unions were concerned, the position would be the same. Mr. Curlew had read some remarks of his Honor when dealing with the cancellation of the Transport Workers' Federation regarding the officers forming a union. This, said Mr. Thompson, had no bearing on the case, the position was altogether different. The membership of the opposing unions was in evidence, and Mr. Black had spoken of a miserable minority of men, being in the Amalgamated, having a voice in the determination of boards, etc. He pointed out that the members in his association, who could not join other unions, far outnumbered many of the unions objecting. This was what Mr. Black called an insignificant minority of the service. He would point out that the members

(Continued on page 2.)

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JUDGMENT!

The Application of "All Grades" Union Granted.

RULE 43 TO BE AMENDED OR DELETED.

"Any stick good enough to beat a dog with" Says His Honor.

When Mr. Thompson finished his address His Honor said he thought he had better go on with the matter at once. He had had plenty of time to consider the case, and the argument had gone on, and had made up his mind.

First of all, said His Honor, the registration I intend to give to this applying body must be subject to the cancellation of their rule 43. I do not attach a very great deal of importance to the rule. In form, and I have no doubt in intention, its purpose is to limit and prevent strikes, and one must sympathise with that. But it recognises them, and implicitly authorises them under certain circumstances, and the objection having been taken and pressed, I think I have to give effect to it. If the words had been simply "The association shall not in any industrial disturbance," that would have been quite right; but it goes on and says it shall not do so unless at a specially convened meeting of the association. Under that I think the members might fairly consider they had a right to demand the convening of a general meeting to consider that question. So, what I am doing must be subject to the rule either coming out or being limited to the first words.

"The association shall not engage in or actively participate in any industrial disturbance. I think the objection would not have been taken except to prevent the Amalgamated becoming registered. The rule can hardly be regarded with any great horror by some of the objecting unions. But any stick is good enough to beat a dog with, and any argument that will succeed may be legitimately brought forward.

The section—section 5(3) of the Act says that: "Any application to register a trade union of employees may be refused by the Registrar if it appears that another trade union to which the members of the applicant union might conveniently belong has already been registered as an industrial union."

Except in extreme cases I think that refers simply to a union which can protect the interests of the class of workers whom it includes. No doubt extreme cases might be put to extend that view. You might have a case, for instance, of a small body of men in a trade, say the carpenters, who, upon some quarrel with their union, in which it might be they were entirely in the wrong, and, to a large extent, had managed to get in and secure industrial registration before the old-established body from which they had seceded had lodged its own application. From a trade union point of view the argument that the members of the old-established union, with funds and benefits to its members, could not conveniently belong to the small and new trade union would be a very strong one. It would be a mockery to tell such a union, with its own traditions and feelings, that its members could conveniently belong to another trade union when that would really mean that it must allow itself to be absorbed by its rival. To a trade unionist attached to his own union that would be a bitter pill. Still, what the Court has to look at is the mischief that the Legislature wished to prevent, and that mischief, I think, was the existence of two trade unions covering the same ground, both entitled to set the Act in motion and secure for that branch of the industry the benefits of the Act. The Legislature means that there should be only one such party, not two or three, or two or three dozen. So, the main thing to look at is, is there an existing registered trade union which can protect the interests of that class of workers under the Act? If that is in existence, then you don't want a second. Here, I feel no doubt that there are a number of unions to which the members of the Amalgamated could belong. But it has been made out to my satisfaction that some of the members of the Amalgamated could join to other union. The words of the section have been drawn without, I think, the Legislature thinking of a case of that kind. It speaks in the singular only, and although the singular includes the plural, the wording suggests that the Legislature had not the plural in their minds. The "may," I think, must be read "must," and that applies to the Court as well as to the Registrar. Now, if it had appeared that all the members of the Amalgamated could have belonged to other unions that could have looked after them, the mere fact that those unions were formed upon a different principle would not have been, to my mind, a sufficient answer. But it does not appear that they all

tion would immediately have been suspended; something would have been done to enable the Board to go on. I am as sure of this as that I sit here, because I know the view I take of things of this kind, and how unjust I should have thought it to make the completion of proceedings impossible. With regard to the other matter, that the Board itself would expire in a fortnight, I should have had no power to prevent that, but I could have done this, and I think it is very likely I should; I could have suggested—and Mr. Cargill, on other occasions, when I have made somewhat similar suggestions, appears to have recommended them to the Chief Commissioner, because they have already been adopted—that the Board should continue by the consent of the parties, an undertaking being given that its finding would be obeyed. But the Court was never approached. Mr. Justice Edmunds recommended and urged that the Court should be approached. He tells me that he noticed an unwillingness, that his suggestion was not received with anything in the remotest degree resembling enthusiasm, and it struck him at the time that the grievance was considered to be the thing of value. Of course, approaching the Court would have got rid of the grievance. However, the grievance was preserved. It was put before Mr. Piddington, and Mr. Piddington was induced to make the difficulty that was in his way before. It has done so, and, to my satisfaction, and as far as I legitimately can, I would like to restore it to its former position. I cannot understand, myself, why the Amalgamated did not do at first what it did at last; it was so plainly the proper thing to do, and yet it would not do it; it continued fighting, and made the position worse as it went along, and the last thing it did, in the way of fighting, was to get a recommendation by Mr. Piddington, who was appointed a Royal Commissioner, to consider, amongst other things, that question, whether they should again be registered. I need hardly say that the recommendation of Mr. Piddington, although in itself would carry a great deal of weight, has no legal authority at all with the Court. The Court must act upon its own views, and has no right to shelter behind the recommendation of some other man. Still, Mr. Piddington's recommendation, from his known qualifications and the position he held, would carry a great deal of weight. But unfortunately I found, after I read it and made inquiries, that it had been obtained from him by a suppression of the facts—a strange thing it should be so, but it is so. At page 13 of the interim report, which he sent in, after pointing out that there had been a Railway (clerical) Board constituted under the 1908 Act, which was in existence for some time, and was drawing near the close of its investigations, when the registration of the Amalgamated was cancelled, he goes on and says:

"According to the evidence of Mr. Munro, of the clerical staff, when this Board met in December, 1912, to go on with and complete the hearing of the case, two objections were taken—first, that the Board could not go on with the case because the applicant union had had its registration cancelled, and second, that the Board would expire by effluxion of time in less than a fortnight, and it was, therefore, useless to continue. Both these contentions were upheld by the chairman of that Board, and, therefore, the whole case, which had been before the Board with intervals from January, 1911, to December, 1912, with regard to which there had been numerous prolonged and fruitful conferences, and which was asked to settle the conditions, said to be very trying at present, of an important body of men (including the station-masters and night officers), all came to nothing. So far as the approaching expiry of the Board is concerned, had that been the only ground taken, it may have been conjectured that a special effort would have been made by all parties to prevent the proceedings from turning out to be abortive, so that the loss of time, money, and effort, which had occurred, may be fairly put down, in the main, to the cancellation in question."

I saw Mr. Justice Edmunds (as he is now) about that paragraph, because he was the chairman of the Board, and he told me that with regard to the conjecture that a special effort could have been made to prevent the proceedings turning out to be abortive; that was an entire mistake that the Crown case was not concluded, and that there were several months work before the Board; when it was pointed out that the Board itself had only a fortnight more to live there was an end of the whole thing; nothing more could be done. The other matter, he says, was mentioned and was considered by him, and when he had considered it he made a suggestion that the Court should be approached again. (There is not a word about that, of course, told to Mr. Piddington.) If the Court had been informed that the cancellation of the registration had come at a time when it interfered with the hearing and completion of the work Amalgamated, after what I have of a board which was drawing near said, will be in a position of disadvantage; I must go as far as that,

but I will do my utmost to prevent any injustice. So now, Mr. Thompson, as soon as you can come and inform me that this rule has been dealt with in the way I have indicated, I will grant your application. Mr. Thompson: I am satisfied that my organisation will do what the Court requires, but I cannot see exactly what form the application to the Court will take. I am quite clear what we should do with regard to this rule 43; I shall recommend to my executive the proper proceeding is to have it struck out. His Honor: Then all you will have to do will be to file an affidavit setting out that that has been done, and your application, which I am now postponing, will be granted, and your Union will be registered. Mr. Thompson: Will it be necessary to give notice to the other parties?

His Honor: I don't think so. I don't see how they can be heard on that point. To Mr. Curlewis: You have none? Mr. Curlewis: No, if your Honor is satisfied. Mr. Thompson: My advice to my executive will be that this rule will be struck out. His Honor: That will be sensible advice. Mr. Thompson: The question is whether it can be struck out without a conference. The rules provide that alterations can be made in a specific way. I will take the necessary steps under the existing rules to make them in a legal form. Mr. Curlewis: If I can help Mr. Thompson I will. I understand a copy of these rules has been filed, and the filed copy of the rules is taken to be the rules of the Union. Mr. Thompson: We are registered as a trade union in the first place. His Honor: I suppose they are filed in order to remain filed. Mr. Curlewis: I don't know whether the Industrial Union files its rules. If so, why cannot a copy of the rules be filed with that rule struck out? Mr. Thompson: I would have to call a special conference, but that can be done.

His Honor: I am afraid I have to do that; it is a pity you should be put to that trouble. I feel very little doubt the objecting rule was put in with a good object. Still, I have said what I have to say about that. As soon as you file that your application will be granted, Mr. Thompson.

SIGNAL BRANCHES

ARE YOUR CLAIMS IN YET?

The following men appear to come under No. 1 Board, Government Railways Group (see pp 262-265 Industrial Gazette, May, 1913). Some of the same grades of men will also come under No. 2 Board if employed on the wages staff of the Loco. or Stores' Branches.

PER. WAY (Rail).

Custodian of Plans
Chaufeurs
Sun Printers
Messengers
Leading Chainmen
Chainmen
Junior Chainmen
Gangers
Fettlers
Laborers
Bridge Carpenters
Timber Examiners
Bridge Laborers
Office Assistants
Tinsmiths
Storemen
Inspectors of Bricks
Office Cleaners
Drainers
Leading Hands
Timekeepers
Lifters and Packers
Frosmen
Spikers
Boys Laborers
Relief Fettlers
Bridge Gangers
Stockyard Fencers
Extra Gangers
Sub-gangers
Assistant Gangers
Fencers
Timberyard Gangers
Storemen
Ordermen
Foremen
Watchmen
Night-watchmen
Powdermen
Pole-dressers
Jumpmen
Tool Sharpeners
Ploughmen
Carpenters' Improvers
Forgers
Inspectors' Clerks
Yard Gangers
Ballast Guards
Apprentices
Steam Hammer Boys
Shop Boys
Office Boys
Tent Repairers
Store Issuers
Rail Pressers
Crusher Feeders
Drillmen
Spawlers
Assistant Drillmen
Rail Pavers and Drainers
Assistant Fitters
Fitters and Shearers
Farmmen
Boys
Crane Attendants (some of them)
Horse Drivers

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A Boon to SUFFERING WOMEN!

WE WANT YOU TO TRY IT AT OUR EXPENSE (See Coupon)

Full-sized (1/6) Tube Free!

THERE are thousands of women whose lives are made miserable by pain that need not be experienced at all, if advantage is taken of this exceptional offer of a proved remedy that absolutely prevents these re-occurring terms of prostration. Kephaldol will enable a woman to keep on her feet all the year round.



See what English Doctors say:

Once you have used Dr. STOH'S KEPHALDOL to relieve painful menstruation, headaches, neuralgia or the torturing pains of lumbago, sciatica, neuritis, rheumatism (of muscles or joints), you will always keep it by you, for you will realise that you never before came across a positive remedy which is so sure, mild, harmless and pleasant in action as this wonderful remedy, so widely used by the leading hospitals and doctors of the British Isles and Europe. Kephaldol is guaranteed under Pure Food Laws 1908. Let us send you a full-sized (1/6) tube at our expense, so that you may prove the value of KEPHALDOL.

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Please send me by return a full size tube of Dr. Stohr's Kephaldol Tablets free of charge. I enclose 4d. in stamps to cover postage, packing, etc.
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Address.....
Co-op. 12-3-14.

Dry Earth Closet Cleaners
Heading Leader
Tunnel Miner
Stokers
Rock Drillmen
Barrow Drivers
Stone-breakers
Capstanmen
Switchmen
Brakesmen
Office Assistants
Boy Trimmers
Tile Layers
Chargemen
Riggers
Switch Attendants
Foremen Chainmen
Horse Bosses
Surface Fitters
Signal Fitters
Clerks (on wages)
Junior Clerks
Draftsmen
Rivet Heaters
Assistant sub-foremen
Assistant Storemen
Platelayers
Ganger Platelayers
Linkers-in
Adzers
Erectors
Assistant Guards
Sub-foremen
Ballast Train Gangers
Concreteers
Leading Fencers
Stores Clerk
Nippers
Power House Foremen
Switch Boys
Cooks
Surgery Cleaners
Wiremen
Surface Jumpermen
Surface Filler
Surface Spawler
Assistant Tool Sharpener
Tunnel Tipman
Tunnel Jumpermen
Tunnel Ganger
Tip-draw Drivers
Sanitary Inspector
Jackmen
Concrete Ganger
Sanitary Men

Coop Repairers
Foremen
Skilled Laborers
Apprentices
Shop Boys
Spoke Heaters
Tinsmiths-in-charge
Bell Attendants
Tinsmiths
Foremen's Clerks
Cold Saw Attendants
Iron Rack Attendants
Despatch Clerks
Yard Gangers
Rodding Examiners
Fuelmen

DOUBTFUL

It is open to argument whether the men in the following list come under No. 1 Board or not:—
Rough Carpenters
Stonesetters
Bricklayers' Laborers
Weighbridge Fitters
Brush Hands
Steel Bridge Builders
Riveters
Gilder Builders
Assistant Weighbridge Fitters
Crossing Builders
Fitters-in-charge of Machinery
Loco. Cranemen

SIGNAL DEPARTMENT (Doubtful).
Iron Shearers
Signwriters and Grainers
Brush Hands

Some of the classes of men in the above list may possibly come under other boards, but most of them do come under No. 1 Board. Claims for the Per. Way, Quarries, and Signalling sections are now being drafted by sub-committees of the council. Claims for the Per. Way workshops and miscellaneous sections have not been taken in hand. The executive invite all men concerned to send in claims for consideration. The Board will sit soon; those who do not now avail themselves of this opportunity may regret it afterwards. Sit down to-night and write to head office.

If you are a member of a league or lodge, or other body, see that the "Co-operator" gets a share of the printing.

Sport—"Misket" is going to make his feature hum. Keep your eye glued to page 3.
Are you an Amalgamated man? If not, don't you think it's nearly up to you now?

THE AMALGAMATED RE-REGISTRATION.

(Continued from page 1.)

of his union who could not join any union in existence would far outnumber the membership of several of the opposing sectional unions put together. This was what Mr. Black called an insignificant minority of the service. Pointed to some of the unions who had only an odd few hundred members, such as the Coachmakers, the Surveyors, the Tinsmiths, Storemen, Electrical Trades, and Officers. A lot had been said about swamping different grades of men in big bodies of unionists. He pointed to the Amalgamated Carpenters. They had over 2000 members and there were only 500 carpenters in the service. Even though Mr. Newberry's union had all the members (and he thought the Progressive Carpenters and the Bridge and Wharf Carpenters' Unions would have some of them) would not these 500 railway men be swamped? Then there was the Sheet Metal Workers, of whom there were only 10 in the service, and the Moulders, with over 100 in the service. Would not these men be likely to be swamped? He pointed to the contention regarding the community of interests of railway men. Service unions could only deal with questions such as superannuation, appeals, promotions, and don't know what it is, and the hundred and one purely service matters. He would admit that service unions had no more power under the Act, but being continually in touch with best able to deal with these questions. If the contention of the craft basis of unionism was right, where would it end? More and more were they getting industrial businesses, and if they were to have craft unions dealing with every little section, he asked, where would it end. There

was over 200 craft unions in existence now in the State. The application of this association was not the same as the Traffic Union's applications which had been spoken of by Mr. Curlewis. He contended that there was a vital difference because, whereas the Amalgamated could contain the traffic, the traffic could not contain the Amalgamated, nor could any or all the other unions objecting. He thought his Honor would find this way. In regard to the unions notified of this application, over thirty had not appeared, and he thought the inference was that they were not concerned in whether the registration was granted or not. His witnesses had testified that they could not belong to other unions; many had applied and had been refused, and the list which he had put in, which had not been challenged, showed that fully one-fifth of the service could not belong to any existing union. Mr. Newberry had introduced the question of the classification or the grading of the "men in the service" and had accused the association of this. He pointed to the Chief Commissioner's report and said this was where the grading or classification was made. He did not think any power existed to alter the grading, even by a wages board chairman. He submitted that on the facts presented his Honor would grant registration.

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THURSDAY, MARCH 12, 1914.

WEEKLY TALK ON CURRENT TOPICS

BY THE GENERAL SECRETARY.

Now that the stress of recent events has been relieved somewhat, these little weekly chats should go on uninterrupted. What with our registration case, Wages Board matters, and then the restive attitude of some of our men who seemed likely to be affected by the Iron Trades and Meat Industry strikes, caused great anxiety for some time past.

APPEALS BOARD SUCCESSES.

Naturally, I have not had any time at my disposal to attend to the Appeals Board. That work during the last few weeks has fallen upon the shoulders of Mr. R. Corish, of Head Office staff. All of the appellants for whom he has appeared have expressed great satisfaction with his able handling of their case. He has achieved some notable successes: In the case of Shunter Neyland, of Clyde Yards, the next door to achieving a complete win. In the case of Acting Driver Frawley, of Ultimo, he succeeded in having a fine reduced to a caution, and in the case of Guard Furby, of Werris Creek, the appeal was absolutely upheld, much to the delight of that gentleman and his immediate associates. Without doubt membership of the Association is valuable, if no other services were rendered except those before the Appeals Board. The one or two professional advocates who practise before that tribunal charge two guineas for a short case and three guineas for a long case. They are certainly successful, but not more successful than the Association's advocates. All railway employees may anticipate one or two appearances before the Appeals Board during their career; therefore, from a pecuniary point of view, membership of the Amalgamated Association is an excellent investment.

MORE SUCCESSES.

We—that is to say, the Amalgamated Association and the members thereof—are in a winning vein. Last week I chronicled the Association's success in the matter of the Lifters' Assistants having their pay increased to 9/4. That was a win that was heartily appreciated by the men concerned. This week the Chief Mechanical Engineer sent a communication stating that he would allow the cleaners at Port Waratah an extra 6d. per shift whilst on night duty. Representations were made to Mr. Lucy in this matter some weeks ago with the result as stated.

In the matter of passes another win was scored. Owing to some misunderstanding the authorities at Bathurst had made certain restrictions regarding the issue of passes, which restrictions were protested against from Head Office, with the result that they were withdrawn. The Coal Overseer at Newcastle, acting under some new regulation, stipulated that three days' notice should be given when private passes were required. The Association pointed out that this was a hardship, inasmuch as it was not always possible to determine three days in advance when passes would be required. Upon representations having been made, the regulation was amended with a view to providing that in special cases passes would be issued on short notice if the circumstances warranted. This concession will be keenly appreciated by the men immediately concerned.

LABOR FEDERATION.

Mr. William Rosser, the energetic secretary of the Labor Federation of Australasia, who has interested himself in the matter of the victimised men to such an extent that he has secured the good-will of all members of the Amalgamated Association, has convened a meeting of the Executive of the Federation for Saturday next, 14th March, for the purpose of discussing a series of resolutions carried at the Allied Conference in regard to the federation with other unions, and to discuss other business in connection with the drawing closer together of those unions who have not yet joined the Labor Federation. It is certain that, in view of the resolution recently carried at the A.W.U. Conference, that most important body will eventually become a part of the Federation, and time and patience alone are necessary to induce the Waterside Workers to fall in with their comrades from the North, South and West of the State. Fuller particulars of this most important meeting will most likely appear in next week's "Co-operator."

QUESTIONS FOR WITNESSES.

Many of the witnesses who gave evidence before No. 2 Board have come into Head Office during the week, stating that a copy of their evidence is now in the hands of their superior officers, who are preparing very carefully to place the case for the Department before the Board. Some of the men are of opinion that the bosses will endeavor to hoodwink the Board by deprecating the value of the employees' work. I have told these witnesses that the best way to meet these tactics is for them to write out a series of questions, which the advocate will then put to the head. A long, rambling, involved letter is not required. Put what you have to say in the form of questions, and leave a space between each; write as plainly as you can, and do it now. You may rest assured that every relevant question will be put to the witness. In a large composite Board, embracing 60 or 70 distinct branches of industry, it cannot be expected that any advocate, however able, could know the exact technical details of each branch of the work. He must be assisted by those who have the requisite practical knowledge. If you assist in this way the result will be that the evidence for the Department will be neutralised, if not broken down. You ought to have plenty of time to spare this week end. Sit down on Saturday or Sunday afternoon, and do as I advise. You won't regret it.

WATCH FOR NO. 1 BOARD.

Preparations for No. 1 Board are now in train. Like No. 2 Board, No. 1 Board is of a composite character, embracing even more grades of men. The drawing up of claims for most of the sections is well in hand. The sections embracing the Per. Way Workshops, the men concerned are dilatory in sending in their claims. Next week I shall endeavor to publish a complete list of the men who are covered by the No. 1 Board. Let every man who wishes better conditions and higher pay send in their claims. In the drawing up of claims it is always a good thing to be reasonable. If you think your work is worth more than you are getting—well, claim a little more than

you think you are entitled to receive, but if you aim at securing, say, a 10/- per day rate, do not be absurd and claim 15/- per day on the off-chance of fluking more than you think you will get. An advocate feels in a false position who has to go before the Board in support of claims which in his heart he may consider are inadvisable to press. Of course, if I had my way, I would be only too pleased to allow the men whom No. 1 Board will cover to receive 15/- per day, but unfortunately I am not chairman of the Board. Nor will I be charged with the responsibility of providing the money for the increase which the Board will concede to the men.

REGISTRATION.

All matters pertaining to registration of our Association are dealt with fully in another part of the "Co-operator." Naturally, all our men are elated at the sweeping success achieved, and are making preparations to enter on an organising campaign of greater magnitude than ever before undertaken. We have a gigantic organisation, extending to all parts of the State; we have a loyal and enthusiastic body of officers and a membership second only to the A.W.U. Now is the time to make new members; now is the time to induce old members to pay up their arrears of contribution. Victory is to be made rapidly within the next few months, and the Amalgamated will take a big hand in the making thereof.

MEDALS.

There has been a brisk demand for membership medals during the last two or three weeks, and present supplies are running short. Branch secretaries who consider they are able to dispose of more medals should send in to Head Office as many as convenient, in order that I may place a further order with the makers. The medals are excellently designed; the design has been copyrighted, and the maker has excelled himself in the manufacture of a medal that anyone might be proud to wear on his watch-chain. After this quarter members will have to pay the cost price of the medal, but those members who paid up the first quarter not knowing the medals were ready will be supplied with one of these neat souvenir badges on payment of 9/- to cover subscriptions for the remainder of the year. We have also the old standard medal tastefully executed in blue enamel and silver, which may be purchased for 3/-. It must be distinctly understood that the silver medal does not carry with it any privileges. The payment is for the medal itself, and not for subscription to the Association. The other medal is a badge which lasts for years, and proves the member is financial for the whole of the year. They are numbered consecutively, so that the holder of each medal can be identified.

BRANCH NOTICES.

ROZELLE TRAM TRAFFIC.

The usual monthly general meeting of No. 2 shift will be held at the Glebe Town Hall at 10 a.m. on Wednesday next, 18-3-14. Business important. Members of other branches cordially invited. Branch collectors please note and post notices.

HURSTVILLE.

The monthly meeting will be held on Saturday evening next, 14th inst., at Mrs. Peterson's shop, right at the station, down side. A good muster of members is fully expected, seeing that the fruits of re-registration of the All Grades' Association is materialising, and the old-time members' response to the fact should make this the best meeting ever held by Hurstville Branch. Delegate's report to the Annual Conference, No. 1 Interlocking Signalmen's and Per. Way claims, together with matters concerning every branch of the railway service, will engage the attention of the meeting. This should stir the responsibilities of our members to roll up in strong force.

A POETICAL OBJECTION.

A certain metropolitan S.M. sends along the following objection, in verse. As it is original, and to the point, we assist the S.M. to put down the many act that incenses him.

To the Weary Willie's and Certain Relief Men in particular.

If you want a bed, to lay your head,
Or rest a weary goat;
Don't pad your nest, with either vest,
Or a folded S.M.'s coat.

My weary lad, it wrinkles bad,
Untidy, too, for wear;
The act is mean, not manly-clean,
It makes a comrade swear.

It's happened twice, but if it's thrice,
My coat is victimised;
I'll stop the sport, with full report,
That seldom is despised.

CONFERENCE ATTENDANCES.

In our list of attendances of the 23rd annual conference, Vice-President V. G. Kavanagh was marked as absent at the final session. This was an error; Mr. Kavanagh was present, and should have been marked so. We regret the omission.

WORK DONE.

Some of our non-unionist brothers, who put up any sort of subterfuge to dodge the monthly shilling, often ask, "What has the Union done?" If you run against this brand of man, don't rush off for the undertaker; he is not really dead, but is merely suffering from an attack of suspended mental animation, largely due to an excessive study of the daily press and other chloroforming agencies. Close attention to the methods prescribed for use in the case of the "nearly drowned," and a few weekly doses of the "Co-operator," used second-hand, with special attention to the "Work Done" and successful interventions, will go a long way to restore the man in question to a state of intellectual consciousness and sanity. Have a try.

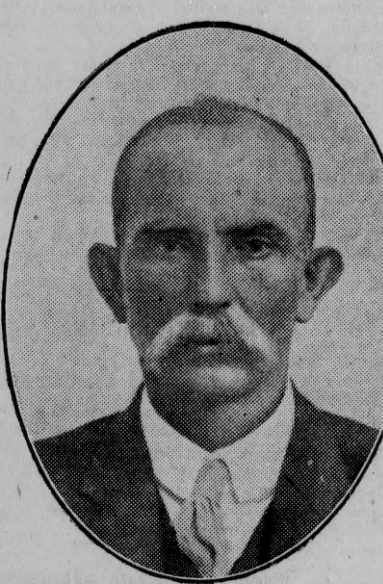
METROPOLITAN GUARDS' SOCIAL CLUB.

On Saturday night, the 28th Feb., 14, in the small hall at Railway Institute, a farewell smoko was tendered to Messrs. G. Courtman, M. J. Carroll, and S. Hewlett, there being about 80 members of the Metropolitan Guards' Social Club present, Mr. F. Cooper (president) in the chair. After the various toasts and several kind remarks made in reference to the guests of the evening, the chairman presented each with a specially engraved medallion, each recipient replying suitably. The evening was devoted to enjoyment of a high standard. Several comic items by Mr. Wally Harris were highly appreciated. A duet, magnificently rendered by those high-class tenor and bass singers, Messrs. G. Bradstocks and R. Cox; several selections by Messrs. Butler, Baker, and Gorman bringing forth hearty applause; a recitation by Mr. Bert Brown being very highly cheered. The tables were nicely laid out by Messrs. Dickson, Scanlan and O'Brien, the refreshments being cared for by those two jovial babies, J. Young and J. Woods, and while the requirements of the guests were attended to by Australia's railway heavyweights, Dave Smith and Dosey O'Brien, Brothers Munz and Cairns rendered selections. Fred Gregory again to the fore with his comic items, the whole proceedings closing with "Auld Lang Syne." It is pleasing to note the growth of this club, and the high class of its entertainments, all present enjoying the night.

HELD OVER.

It will be quite obvious to our readers that this week there is considerable pressure on our space, and for that reason several interesting items have to be held over. No doubt we shall be able to catch up next week.

THIS YEAR'S PRESIDENT.



Mr. E. D. Campbell was elected at the 1914 Annual General Conference to the position of President for the third time in succession.

It is doubtful if any previous president ever had such an eventful term of office. Ever since Mr. Campbell first took office he has had a strenuous fight; and it is a tribute to his pertinacity and regard for the All-Grades that he should have been found willing to again stand for the position.

Mr. Campbell is also the representative of the men on the Superannuation and Appeals Boards, and manages to interest himself not a little in the affairs of the suburb in which he resides.

Watch Page 6 next week.

OUR NEW FEATURE FOR WOMEN.

For some time past we have been negotiating to secure the services of one of Sydney's lady journalists to edit the Woman's Feature of the "Co-operator." Not a few difficulties were experienced: We desired that our editress should be well qualified to write of THE AFFAIRS OF WOMEN from a woman's point of view. She should be able to deal with questions of prime importance to the fair sex as they should be dealt with, and it was, of course, not an easy matter to attain this objective.

THE NEW EDITRESS.

However, just as we are rejoicing over the welcome news of our Union registration, which means so much to both the men and women in the service, we are able to announce that the services of a well-known Sydney lady journalist have been secured to edit Page 6. This lady, whose pen-name is "Fanella," has had a deal of experience. The Woman's Page of the "Daily Telegraph" was under her care for a considerable time; while nearly every paper in the State has published contributions over her pen-name. We believe that this new departure will fill a real need. To have a few thoughts in this paper written by a woman for the women will add yet another reason for the "Co-operator" standing first in the homes of railway and tramway people.

Those who will read "Fanella's" brief introductory letter on page 6 will see there an outstanding desire to serve the womenfolk of our service men. The "Co-operator" will stand behind the editress, and those who desire the advice and help in any reasonable direction may rely not only upon the best efforts of "Fanella," but the whole-hearted support of the "Co-operator" staff.

Will, therefore, our readers keep their eye on Page 6 next week and see the start of the efforts of our new editress, for we are anxious for the approval of every woman reader in the State.

CORRESPONDENCE.

WHAT OUR READERS SAY.

SHUNTERS' RISKS AND CONDITIONS.

Dear Editor,—Permit me to bring under notice the large number of accidents occurring in the various shunting yards of late. Shunters crushed between the buffers, others with the foot caught between points and check-rails, while many are knocked down and fall beneath the wheels, the result being that some meet with terrible injuries, while in many cases a large number prove fatal, while others survive and are maimed for life. Many guards have been killed of late, and in nearly all cases performing shunting operations along the track. I think you will admit that the duties of a shunter are the most dangerous and risky class of calling that is possible to mention, in or out of the service. Yet, what do we find? This grade is the most neglected and the men the worst treated (in accordance with the terrible risks they run) than any other grade in the service. Is it any wonder the department have difficulty in obtaining applicants for these positions while they can remain as porters at 9/- or 9/6 a day, while the maximum for 2nd class shunter remains at 9/6? Is it any wonder that there are few applicants for the position of leading shunter, when the leader only receives 6d. per day more than the 2nd class for the first two years and then three years at 10/6 before reaching the 11/- maximum? No. Then what do we find? The leader plugging away for years at 11/-, kept there by the department, never receiving any other opportunities for advancement, while he finds the young fellows who passed through his hands from 2nd class shunters to goods guards have climbed over his head and receive 11/6 per day, while he remains stranded at 11/- per day. Isn't this encouraging, eh? What inducement is he receiving to continue in his arduous and risky calling? Don't you think it time that some special effort was made to better the conditions of these indispensable workers? As far as the sectional union was concerned in our case in the existing award, they must have slept, or we were non-existent in their minds. Ah, well, never say fall. Let all the shunters in the service join the Amalgamated as one solid body. Rally round the All Grades' Union, who are jubilant over the victory obtained against all opposing sectional unions in getting re-registration, and are full of renewed vigor and prepared to do justice to all classes of the service. Now, Sir, with these few remarks, I trust that my effort

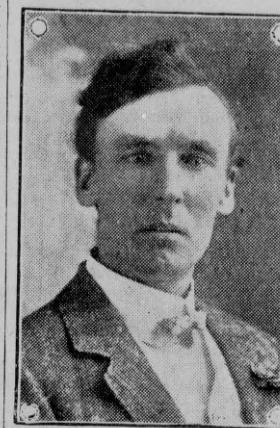
will not be wasted in this direction, and this matter will receive the attention of the Executive and various branches of the Amalgamated, and a special effort will be made for improved conditions. Trusting to hear more of this matter, and hoping some able penman than I will follow up this important question.
Yours sincerely,
SUFFERER.

[In view of the extreme conditions ruling in this grade of the service, there is no doubt of the need for some action. The advice of "Sufferer" is the best possible—join the Amalgamated, and make a move towards getting justice.—Ed.]

THE MAN OF THE MOMENT.

Mr. Claude Thompson, the General Secretary of the Amalgamated, is just now the man of the moment as far as members of the All Grades are concerned.

Single-handed, against the opposition of a score of sectional unions, he fought for and secured the registration of the Amalgamated as an industrial union. This is no small matter when it is considered that he had to run the gauntlet before the judge, of barrister, solicitors, and a whole host of union secretaries, who left no stone unturned



to defeat the application. This, it will be admitted, is easily the most important event in the Amalgamated history for many years, and it is destined to have tremendous consequences. Already hundreds of old members who had allowed their membership to become dormant are rushing in to make good, while from all parts of the State scores of new members' names are being handed in. It is recognised all round that a boom is setting in, and it is certain that the enthusiasm of Mr. Thompson, plus the enthusiasm of the Executive and Council, plus the whole-hearted support of branch secretaries and collectors, and of old and new members, will place the Amalgamated right in the forefront of Australasian unions.

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"SOUTH SEA SHIPMATES" (by John Arthur Barry)—Very few old mates knew the South Seas better than Captain Barry, and few could equal him in the spinning of yarns. The yarns contained in this book are personal experiences bearing the impress of truth on the face of them, and therein lies their value and their virtue.

"A Curate in Bohemia." By NORMAN LINDSAY. Price, 1/-; Post Free, 1/1.

As Australia's foremost Black and White Artist, Norman Lindsay and his work are well known and highly appreciated, but no one ever dreamt of when we say that the work of the artist is on a par with that of the artist, our readers will know what to expect. "The Curate in Bohemia" fairly bristles with brilliant things, and the illustrations alone are well worth the money. That so much genuine humor can be got out of the adventure of the curate speaks volumes for the ability of the artist-artist who has so suddenly leaped into the literary limelight.

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By the talented author, STEELE RUDD, are brimful of humor and good things. Characters created by him will live for ever.

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This is the season of the year, when, if cold once gets a grip, it sticks. It is, therefore, essential to fight the first clutch of it. There are few colds that come without premonitory warnings. When you get that creepy feeling or begin to sneeze, it is time to wear clothes that will not only keep you warm but will protect you against the sudden changes that are so often experienced at this time of year.

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Now, this is an ideal spot for your future home, and is really one of the loveliest spots around Sydney. Lawn-like slopes, fringed with the glittering waters of Major's Bay, a stately and picturesque arm of the Parramatta River. Well-made roads planted on both sides with young trees, which in a few years will transform the roads into lovely tree-shaded boulevards. Magnificent views extending across the Parramatta to Cabarita on one side, Concord Golf Links (which adjoin the property) on the other. Fine Public School, Church of England and Roman Catholic churches adjoining. Gas and Water Service. With the removal of the City Gas Works to Mortlake, the influx of population into this district is totally inadequate, so that Home-makers and Investors have a splendid opportunity.

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VICTORY!

SUCCESSFUL END TO A SIX DAYS FIGHT.

A SMASHING BLOW TO SECTIONALISM.

Sweeping win for the policy of "All Grades" Industrial Unionism—
The Sectionalists Impotent—Rally round the Union that
helps you—Now is the time to boom the
old Amalgamated Chariot along.

HOW WE WON

BY THE GENERAL SECRETARY.

Naturally I cannot help feeling jubilant at the successful result of our application for registration, but when I consider the hard work necessary to achieve, and the inherent strength of the Amalgamated's case, I am not surprised that the result is completely and satisfactorily successful. Nearly six months ago, when the executive took the matter carefully into consideration, it was decided that full reparation should be made to Judge Hamilton for the "Co-operator" attacks on him, and that the Court should be approached and requested to remove the embargo on the union. Accordingly, on September 18 last, nearly six months ago, an executive explanation, and an apology to Judge Hamilton appeared in the "Co-operator." Notice of motion was filed on that date asking the Court to remove the embargo on the Amalgamated. This was supported by affidavits by every member of the executive who had been in office at the time of the cancellation. After many delays, due to causes over which we had no control, the matter finally came on for argument on November 4, 1913. The sectionalists were in full force and had briefed a strong bar. The legal fraternity were full of fine points and modern instances, technical objections taken to the omission of certain forms which I had been advised were unnecessary. The Judge urged the sectionalists to withdraw the technical objection, as nothing was to be gained by the delay, but, as they refused, Mr. Justice Heydon could do nothing else than sustain the objections, although he did so with reluctance. However, his Honor heard me on various matters leading up to the cancellation, and subsequent there to, but the argument for re-registration was not entered upon. A fresh application was filed immediately, but, owing to inordinately long proceedings of the cost of living inquiry, the case was not called on before the vacation. Thus the matter was held up for months. On the second day after the resumption of the case, namely February 17, 1914, whilst the twenty-third annual conference of our association was sitting, the case was listed and duly entered upon. It might be interesting, in after years, to look back upon those who opposed the Amalgamated. A complete list is as follows:—

- The Tramway Union
- The Traffic Association
- Cleaners
- The Loco. Drivers, Firemen and The Officers' Association
- The Ironmoulders' Union
- The Quarrymen's Union
- The Amalgamated Carpenters
- The Amalgamated Engineers
- The Coachmakers' Union
- The Surveyors' Employees' Union
- The Tinsmiths and Sheet Metal Workers
- The Ironworkers' Assistants
- The Federated Engine Drivers and Firemen
- The Storemen
- The Electrical Trades

The case lasted for six days, during which fourteen witnesses were examined: Messrs. E. D. Campbell, president, J. Forde, J. Monk and Musgrove testified on behalf of the Per. Way men; C. C. Hart, F. Smith, on behalf of the Traffic men; T. Godfrey, Loco.; S. O'Dell, Foremen's Clerks; Hulme, Signal Fitters; Wilkins, Tarpaulin Repairers; H. L. Sawyer, Crossing Builders; and Guildfoyle and C. West, on behalf of the laborers. Mr. R. Corish, of head office staff, and myself also gave evidence. It was manifest that the barrister, Mr. H. R. Curlewis, and the solicitor, Mr. J. B. Moffatt, were flabbergasted at the strength of the Amalgamated case. Early in the case they seemed to have adopted the attitude "Come along Johnnie and be killed." We gave them more than they bargained for and they did not appear to like it. Very early in the case the Judge announced that he could not grant a partial case. The registration must be granted absolutely, or refused absolutely. When this announcement was made the minds of the executive and myself were relieved somewhat because we feared the Court might eliminate certain classes from the scope of our organization work. This would have

been disastrous and would have involved a direct departure from the policy which the association has consistently pursued during the twenty-seven years of its existence. Once this announcement was made I had no doubt as to the result. A careful examination of section 8, subsection 2, of the Industrial Arbitration Act, 1912, convinced me that if it could be shown that a substantial number of Amalgamated members could not belong to any other union our application must succeed. As the Judge put it, I had two strings to my bow, as I argued that a substantial number, as a matter of fact, \$900, employees of the Railway Department could not belong to any union, secondly, that even if they could join, which was not admitted, they could not conveniently belong to any existing union. The force of this contention was recognized by the legal gentlemen, who forced the view upon the Court that the way of meeting this enforcement was to throw out the application with a direction that the Amalgamated should amend its rules to exclude those classes for which unions were in existence. Had this view been adopted it would have resulted in dismemberment of the association. Fortunately, the Court decided in our favor, with the result, as published in his Honor's judgment elsewhere.

As many of our members may not be conversant with the details of working up a case I purpose here giving a brief summary of the method I adopted.

After drafting the formal application the next step was to draft a series of affidavits that frankly and candidly placed the facts before the Court. Affidavits were attached of all the terms and particulars available, and a map showing the geographical distribution of the members of the Amalgamated throughout the country. It was then necessary to study the structure of the Act now in force, and of the two preceding Acts, viz., Mr. Wise's Act and Mr. Wade's Act. After that there were lengthy searches among the Arbitration records for reports of cases previously decided, varying directly, or indirectly, on the meaning of the words "might conveniently belong." A number of these cases were in connection with previous applications by the Traffic Association. These were helpful as they enabled me to guard against possible pitfalls. Then a careful examination of dictionaries, books and documents were requisite for the preparation of a brief. An advocate going into Court must be prepared with a brief, that is to say, with an outline of his arguments, and copies of all papers by the case, both for and against, and copies of all papers and documents that are likely to be used during the hearing. In the present case my brief ran to about 1000 folios, which had it had to be prepared by solicitors in the usual way, would have cost £60 for drawing and typing alone, before a penny was paid for counsel's fees. It is some satisfaction for me to know that our opponents' legal costs must amount to between £200 and £300. With the exception of a pound or two witnesses' expenses, our legal costs were nil. We waited long for the hearing of our case, but our waiting was not in vain. Now is the time to urge the claims of the Amalgamated, we are in a stronger position than ever we have been. Take courage by our success, take time by the forelock, go in and win.

Are you paying your union contributions promptly? Remember, every wheel wants oiling. Pay up and be as good as the next man. If you can't find a secretary or collector—why, send it along to Head Office.

Branch secretaries, collectors and readers should promptly send along any item of interest to their fellows for publication. Make a start right now.

TRY your own paper for your next printing order. The "Co-operator" can give you satisfaction in quality and price.

HOW THE 'ALL GRADE' MEN FEEL.

HURRAH FROM HORNSEY.

Hornsey branch congratulates the general secretary, and all those who so ably assisted in the fight for registration. When the news was received there was a general hurrah from all hands.

TRUE UNIONIST SAYS:

I cannot express the delight I felt on reading in the papers last week of our splendid victory in gaining the registration of the good old Amalgamated. I am an old member of the association, and stuck to it through all its trouble, feeling sure that it would not be long before it was on its old footing again. I think that no railway or tramway man could do better than join the "All Grades" Association, knowing that their interests are best looked after by it. Again expressing my glorious victory, not forgetting the responsible and important part played by our general secretary.

Yours, etc.,
SHUNTER,
Murrumbidgee.

"MAKING HAY."

Fredrick-street, Campsie.
Allow me to congratulate you on the splendid fight you put up for our registration. I got ten new members to-day on that alone.

Yours, etc.,
W. ELLIOTT.

[Good on you.—Ed. "Co-operator"]

EAST GRETA JOINS IN.

8 Bourke-street, West Maitland.
Mr. C. Thompson.
Dear Sir,—I have to congratulate you on your success in registration case.

GEO. MORLEY,
Secretary,
East Greta Railway Employees' Association.

AGAINST GREAT ODDS.

"Eltham," Allister-street, Neutral Bay, 7.13.14.

Mr. Claude Thompson.
Dear Sir,—I have been taking a keen interest in the case for registration, and wish to congratulate you very heartily on the able manner in which you conducted the case on behalf of the Amalgamated. I do not think it could have been more ably and clearly put before a Court by a K.C., and especially having such an array of counsel against you as was represented by the other sectional unions. The reading of the arguments put before the Court by you and the witnesses in the "Co-operator" was very interesting. I am glad that the Court have not made any restrictions that will operate against men who are members of the Amalgamated in Tramway Service. I look forward to the next issue of our paper. Kindly convey to the executive officers my hearty congratulations on the complete success of our case for registration.

Yours, etc.,
F. A. PRIOL.

TENTERFIELD IS PLEASED.

Loyal member says:—
It would be impossible for me to express the joy I felt when the good news was made known that the registration of the good old Amalgamated was restored. Never, during the years of my membership, have I seen or heard of such a victory for the association. I am sure all railway men will see that it will be to their advantage to become members of a union which has always done its best to further their interests, and now

gives promise of doing even more than they had ever hoped for. I have every confidence in the success of the "All Grades."

BOURKE SENDS ITS HAT UP.

Excitement wasn't in the same way when the news was sent round that the "All Grades" Amalgamated had achieved the success of their life, in gaining re-registration. Although we have had a pretty tough try to keep the "little sectionalists" under our thumb I can assure you from now on they will get a double share of hurry-up over their failure to down our great organization. Take a long drawn sigh here and just imagine the great Amalgamated (the only Amalgamated) being opposed by fifteen small sectional unions. It seems impossible doesn't it? Those fifteen small bodies didn't have sense enough to lie low and not humiliate themselves.

Well, mates, now is your chance to do something great—start straight away. Make a name for yourself as an organizer or collector for the great association. Talk about it every chance you get. No need to be ever at a loss what to talk about at lunch time, or smoke-oh. Talk and boom up the "All Grades" very time. All hope for future success.

BATHURST AMALGAMATED MEN DELIGHTED.

Mr. Thomas, branch secretary, writes to the general secretary as follows:—Received telegram re registration. Receive from this branch hearty congratulations upon the success attending your efforts in getting the registration restored. I was so pleased when I received word I sent my hat in the air. I shall strive all I know how to advance the old Amalgamated. I am sending word to the Bathurst Eight Hour Committee (which meets to-night) of our success. A lot of the delegates on that committee belong to those unions that were opposing us. I am also having it published in the two Bathurst papers. We all believe the old Amalgamated will now go ahead like wildfire.

NEWCASTLE MEN JUBILANT.

The branch secretary, Mr. Godfrey, writes:—Dear Mr. Thompson, I congratulate you heartily, for myself and the whole of Newcastle members, in your brilliant, straight and fearless fight, against great odds, in winning back our registration. "Hurrah," as the song says, "Now we won't be long." What a nice bill the Grand Council will have to meet.

My members here are nearly frenzied with delight at your success as a general secretary. Now we will shake those fellows up who will not pay up.

I shake hands with you, the executive, and head office staff, in your hard and trying fight, which has turned out victorious. "Hip, hip, hurrah!" is the cry of solid and true Newcastle.

APPEAL TO MEMBERS

PAY UP YOUR DUES.

The Court decided in our favor. The Amalgamated. The association Registration has been restored to us once again able to do all that any unionist can hope for, or reasonably expect. You, I suppose, require better conditions of working and higher pay. Well, the Amalgamated Association is the only one that will help you to these things. Some members have allowed themselves to fall into arrears. If you are one of those you should make an effort to pay something off. If you are a fully financial member endeavor to induce your mates to be manly and pay up.

The work of the association cannot be carried on effectively if members do not pay their contributions regularly. Read the "Co-operator" carefully, see what good work the association does for you, what prestige it has, and how it succeeds;

when others fail. A new quarter is just beginning; make a good resolve. Pay up. Do not allow some other man to carry you upon his shoulders, stand up and walk. Get into touch with a collector at once and become once more an active member of the Amalgamated—the union that does things.

Yours for success,
CLAUDE THOMPSON,
General Secretary.

THE MEN WHO HELPED

Among those who gave valuable evidence and assisted in achieving the magnificent result were:—

- N. Smith, Traffic
- C. C. Hart, Traffic
- J. Forde, Per. Way
- J. Monk, Per. Way
- E. D. Campbell, Per. Way
- T. H. Musgrove, Per. Way
- T. Godfrey, Loco.
- H. S. O'Dell, Clerks
- T. Hulme, Signal Fitters
- R. Corish, Signal Fitters
- C. Wilkins, Tarpaulin Repairers
- H. L. Sawyer, Crossing Builders
- W. Guildfoyle, Laborers
- C. West, Gangers (Loco.)
- R. Corish, Head Office Staff
- Claude Thompson, General Secretary.

Among those who volunteered to give evidence, but whose services were not required, owing to the course the case took, were:

- G. H. Stokes
- George Gerrard
- L. Muston
- A. G. Paul
- J. Supple
- A. E. Boys
- G. Mulder
- M. A. O'Donnell
- W. Pembroke
- A. Evers
- J. W. Roe
- E. Aherne, and many others.

WHAT YOU PAY.

THREE SHILLINGS A QUARTER.

WHAT YOU GET.

Here are a few of the many increases of pay and improved conditions which the Amalgamated has obtained for members during the last few months.

Railway Gas Workers get increase of 2/ to 2/8 a day, and back pay. The "Slim case," fitters' assistants get "dirt money" and back pay.

Railway Carpenters' wages increased to 12/ per day through association's efforts.

Withdrawal obtained of obnoxious regulations relating to the issue of passes at Bathurst.

Modification of regulations obtained re the issue of passes to coal guards.

Lifters' wages increased to 10/8 per day and back pay obtained. Increases of 1/ to 1/8 per day obtained for Oxford Tunnel men.

Increased pay obtained for plumbers' mates.

Increases obtained for lifters' assistants, 8/6 to 9/4 per day and four months' back pay.

A round dozen of appeal cases won absolutely, and the punishment in many other cases modified.

JOIN THE AMALGAMATED.

THE UNION THAT DOES THINGS.

All of the before-mentioned victories were achieved whilst unrecognized, how much more notable will be our victories now that registration is restored.

A new quarter is beginning. Rally round, join.

CIRCULAR TO OUR BRANCHES.

REGISTRATION GRANTED.

Dear Branch Secretary,
On Thursday morning, 5th March, Mr. Justice Heydon granted our Association registration subject to the deletion or amendment of rule 43, relating to strikes. The alteration or striking out of this rule is a trifling matter, which will be attended to immediately.

The triumph of the Association is complete and absolute; never before in the history of the "All Grades" has such a brilliant victory been achieved. Fifteen or sixteen sectional unions bitterly opposed us with all the forces at command. For six long days legal men and sectional secretaries tried in vain to break down the strong case put forward by myself on behalf of the Amalgamated. They failed, and failed lamentably. We won, as we always win.

Now is the time to push the claims of the Amalgamated, whilst we are in a winning vein.

Boom the Association. Talk up its merits to your workmates, urge new members to join, and old members to pay up their arrears! In short, let us all help to place the good old Amalgamated on that pinnacle of industrial eminence which it is so well fitted to adorn.

Yours for success,
CLAUDE THOMPSON,
General Secretary.

"THE UNION TO INVEST YOUR MONEY IN"

"SOMETHING DOING ALL THE TIME."

Lifters' Assistants get outside Award Rates.—Fitters' Assistants get increase and Four Months Back Pay, as a result of the Amalgamated effort.

AWARD RATES SECURED.

Chief Railway Commissioner, Bridge-street, Sydney.

Re Lifters' Assistants' Pay.
My organization has directed me to request you to pay car and wagon lifters' assistants the rate of pay provided for assemblers under the Coachmakers' Award, dated November 12, 1913.

This award provides, inter alia: "Assemblers.—Men engaged assembling all previously prepared metal parts and bolting together ironwork, metal to metal, fixing together brake gear, brake spindles, and axle boxes, 12/6 per day."

Now the car and wagon lifters' assistants at Clyde Repair Siding, and other places, perform all the work mentioned, and, certainly, are assemblers within the meaning of the award. I have to ask, therefore, that they be paid assemblers' rates of pay.

Kindly give this matter early attention and notify me in due course.
CLAUDE THOMPSON,
General Secretary.

4/12/13.

Office of the Chief Commissioner, Sydney, February 26, 1914.

The General Secretary, N.S.W. Amalgamated R. and T. S. Association, George-street, Sydney.

Dear Sir,—
In reply to your letter of December 4, last, relative to lifters' assistants being paid the award rates under the award of the Leather Trades Group, No. 8 Board, gazetted 12/11/13, I am directed to inform you that it was necessary to obtain information as to the number of men in the Department affected by the award, and this necessarily took some time. However, the Deputy Chief Commissioner has, to-day, approved of the award rates being paid to the men concerned from the date of gazettal of the award, and the necessary directions have been issued accordingly.

I have the honor, etc.,
(Sgd.) J. S. SPURWAY,
Secretary.

PASSES WILL BE ISSUED.

The following letters show that two more concessions have been obtained for the Association during the last week. These cases of success number hundreds every year. Pay up your arrears—you may require the assistance of the Association one day. The Association can and will help you, as it has helped others.

10th February, 1914.
Mr. John Harper,
Deputy Chief Railway Commissioner, Bridge-street, Sydney.

RE PASSES.

Sir,—My Association has directed me to bring under your notice, previous inconvenience the coal guards, members of my organization at Port Waratah, will suffer if a certain requirement in the guards order book is insisted upon. I am instructed that the Coal Overseer has stated that in future passes must in all cases be applied for at least three days before the date for which passes are required. Now, owing to the irregularity of working of coal guards, late arrival at depot, being booked off at short notice, etc., it will be difficult for them to comply with the coal overseer's order. I am to request you that you be good enough to allow a modification of the three days rule.

Yours faithfully,
CLAUDE THOMPSON,
General Secretary.

Sydney, 28th February, 1914
Mr. C. Thompson,
General Secretary,
N.S.W. A. R. & T. S. Assn.,
George and Quay Sts., Sydney.

Sir,—With reference to your letter of 10th instant, regarding the issue of passes to Coal Guards at Port Waratah, I have to inform you that the matter has had consideration, and to point out that the regulations stipulate that three days' notice be given when privilege passes are required by any member of the staff. It has, however, been intimated to the staff in the Newcastle District that in special cases passes will be issued on shorter notice if the circumstances warrant it. This proviso was inadvertently omitted when the directions were recently issued, and the notice has now been amended.

I may add that nothing is known of any employee being unable to obtain a pass when applied for.

I have the honor, etc.,
(Sgd.) J. S. SPURWAY,
Secretary.

11th February, 1914.

Mr. E. E. Lucy,
Chief Mechanical Engineer,
Wilson-street, Redfern.

RE CLEANERS, PORT WARATAH.

Sir,—My Association has directed me to bring under your notice the cases of Messrs. J. Hofner, T. Woodward, J. O. Bailey, R. Mantle, N. Williams, D. Blundell, P. Kellow, Barbour, S. McCann, S. Scowcroft, H. Scott, and others, cleaners at Port Waratah. I am instructed that these men work all night shift, and formerly were paid night work rates, viz., sixpence extra per shift. It appears that some little time ago the officers at Hamilton, acting under instructions, deducted money amounting in some cases 24/- and 26/- from the men's pay, alleging that they had been overpaid. Section 7 (b) of the award of N. 4 (Loco.) Board states, inter alia:—

"Any cleaner who works on night shift more often than for one week in every two or three, as the case may be, shall be paid 6d. per shift during each such additional week he works on night shift."

Assuming that I have been correctly instructed, the said cleaners are, in my judgment, entitled to be paid sixpence per shift for night shift every other week, or at least one week in every four. The words "every two or three" seem to me to contemplate cases where there is a rotation of shifts. As the said cleaners work all night shift, to pay them flat day rates for all night work does not appear to be in consonance with the award. This view seems to have been recognised for some time, and rates paid accordingly. I shall be glad if you would have the matter looked into with a view of payment of rates in accordance with the award.

Yours faithfully,
CLAUDE THOMPSON,
General Secretary.

18th February, 1914.
Mr. E. E. Lucy,
Chief Mechanical Engineer,
Wilson-street, Redfern.

Dear Sir,—In reference to my letter of 11th inst., asking for payment for cleaners at Port Waratah working night shift, I beg to refer you to a variation of the award of No. 4 Board, gazetted 4th February, 1914. Section 2 of the said variation reads: "Any cleaner who works always on night shift shall be paid 6d. per shift more than the rate hereinbefore provided."

In considering my said letter, I trust that the said variation will be taken into account.

Yours faithfully,
CLAUDE THOMPSON,
General Secretary.

New South Wales Government Railways,
Chief Mechanical Engineer's Office,
Wilson-street, Redfern,
27th February, 1914.

General Secretary, Amal. R. and T. Service Assn., George-street, Sydney.

Sir,—Adverting to your letters of 11th and 18th instant relative to the above matter, I am in receipt of a report from the Steam Shed Inspector to the effect that the provision referred to by you, Clause 2 of the variation of the Engineers' Award, is now being strictly observed, and an extra 6d. allowed all cleaners who work always on night duty.

The deductions referred to in yours of the 11th instant were rendered necessary through the timekeeper having misinterpreted the night rate provision in the original award, which resulted in over-payment to the men concerned.

(Sgd.) E. E. LUCY,
Chief Mechanical Engineer.

LIFTERS GRATEFUL.

INCREASE APPRECIATED.

Parramatta, 9/3/14.

Mr. C. Thompson,
Sir,—

At a meeting of lifters' assistants, held at Clyde Repair Siding, on the 4th instant, when your letter, advising that the Commissioner had decided to pay the above men 9/4 per day, it was resolved, on the motion of Mr. F. Ferry, seconded by Mr. T. Mills, that the best thanks of the meeting be accorded to you for your successful intervention on their behalf.

I can assure you that we all appreciate very much the substantial increase which we have received through you taking up this case. I have much pleasure in conveying the above resolution to you.

Yours faithfully,
C. LONDON,
Branch secretary.

LET the Co-operator do your printing cheaper.

BIRTHDAY OF THE "CO-OPERATOR."

(Continued from Page 7.)

annum, is the best example that can be given, and will give an idea how costly newspaper production really is.

This debit balance on the first year's operations worried the management not a little, and although the peg could not be immediately put in to stop the loss, the determination to produce the paper within its income led the company to secure sufficient capital to instal the complete plant illustrated here to-day. It was therefore in the beginning of 1913 that a start was made to produce for the first time in its existence the Amalgamated organ by its own machinery. Extensive premises of five stories were secured in Kent-street, and complete machinery installed at considerable cost to turn out the finished production such as members receive every week. Many Amalgamated men have personally viewed the machinery at work, and to others the invitation is extended to come along at any time and just see how a modern newspaper is produced. Thus not only have we to celebrate the registration of the Great All Grades, and the twenty-seventh birthday of the organ of the All Grades, but the first birthday of the production of this publication by its own machinery.

Latterly it has been found necessary, through the demands of members all over the country for job printing, to instal machinery for that purpose, and the "Co-operator" can now be said to be complete to cater for all the printing needs of Amalgamated men. With the removal of the burden from the shoulders of the Association, it is expected that the Amalgamated will again boom along, and the "Co-operator" will be found in the forefront of any movement designed to make this body absolutely the strongest union in Australia. There is no body of men who stand to gain so much from unity in their own ranks; it is to be sincerely hoped that the future will consummate the amalgamation of the whole of the Railway Service into one strong body.

A HEAP OF MISERY FROM INDIGESTION

A Rational way of Curing Stomach Troubles.

This Woman Suffered for Months and Couldn't Eat Solid Food—Declares she was Cured by Dr. Williams' Pink Pills.

Indigestion is an everyday complaint. Nine people out of ten have it some time or other. Meals taken hurriedly or at irregular intervals, food eaten too fast; or the chief of all causes, a thin, watery condition of the blood—then the stomach rebels and a heap of misery from indigestion follows. The stomach simply becomes too weak to do its work. Headaches start, the sight and taste of food sickens, and what little is eaten doesn't nourish; the heart thumps; sleeplessness and a depressed feeling sets in, and life seems hardly worth living.

The main thing in curing indigestion is to make the stomach stronger. There are remedies by which one can relieve for the time, heartburn, and pain in the stomach, but when the next meal is eaten the troubles begin again. That's not a cure. The sanest form of treatment is the tonic treatment with Dr. Williams' Pink Pills. The process of digestion is controlled by the blood and nerves. These pills make the new blood the system needs to keep it in tone, they sharpen the appetite, enable the one who takes them to get nourishment from every bite of food eaten. If you have indigestion, the account of how Mrs. Thomas Webb, of Fremantle, Western Australia, cured herself will interest you. Mrs. Webb, who lives at 13 Scott St., South Fremantle, said:—

"I can gladly recommend Dr. Williams' Pink Pills, as they have done a great deal of good for indigestion and Rheumatism. For years I used to suffer whenever I ate anything. The food would lie on my chest, and it would feel so sore and tender. I had to be very careful of what I ate, and for a long time I could not touch eggs or tea or coffee. I used a great deal of sour milk which was prescribed for me by my doctor. My system would be filled with wind, and I would be bloated and uncomfortable. I would feel drowsy all day, and as time went by I became so miserable that I didn't care whether I lived or died. I never felt well. I got as thin as could be, and my skin became sallow. I always felt tired and weary, and had no energy to do my housework. Rheumatism troubled me a good deal, too. It started in the shoulders and spread to the elbows, wrists and hands, and the latter became so bad that I could not close them. For six months I was in bed with it, and never thought I would walk again, as the attack spread to my knees and feet. The joints swelled, and the skin got red and shiny. I was in such agony that I dreaded to be touched. I had all sorts of liniments rubbed on, but they did little good. At last I was recommended to try Dr. Williams' Pink Pills by a lady friend who had found them good. I noticed an improvement after the first box, both in the indigestion and Rheumatism, so I continued with them. In time they drove out both complaints, and did me a world of good."

Be sure and get the genuine, for people who spend money on

GARDEN NOTES.

(BY BROCCOLI.)

THE FLOWER GARDEN.

We have now reached the period in the gardener's calendar for sowing a great variety of seeds and planting many of the spring flowering bulbs. But there is little to be gained by doing so while hot, dry weather continues; it is better to get the ground ready, and take advantage of the first rain to get them in. With rain come other atmospheric conditions favorable to vegetation which we cannot produce by any systems of artificial watering. If seeds are to be sown at all, some kind of shelter should be provided, either an awning of calico or a covering of brush. The best plan is to put the seed boxes or pans in a cold frame, with a thick blid or mat to cover the glass when the sun is shining. The shelter of the frame protects the soil from the drying winds, and retains some of the vapour arising from the water that is used, thus creating a somewhat humid atmosphere.

There is no advantage in putting bulbs into the dry ground, but it is as well to have them ready to plant when the change comes. Among these now procurable at the seed-man's are anemone, ranunculus, iris, sparax, lachenalia, jonquil, daffodil, walsonia, hyacinth, tulip, and crocus. Of all these, the daffodil is the most popular, and boasts of the largest number of varieties. An attempt has been made at classification by dividing them into groups according to the size of the corona, or cup, but there are differences of color, shape and habit even inside these recognised groups.

A useful list for the guidance of those wishing to make a representative collection of daffodils is as follows:—
Magni-coronati, or trumpet flowered.—Yellow: Emperor, Golden Spur, Glory of Leyden (very large). White and sulphur: Princess Ida, Madame de Graaf, Bi-color: Empress, Princess, Victoria.
Medio-coronati, or chalice cupped (Star Narcissus).—Gloria Mundi, yellow and scarlet; Quess Bess, white and yellow; O. J. Backhouse, orange-red cup; Conspicuous, cup edged with bright scarlet; Sensation, white, with canary cup edged with scarlet.
Parvi-coronati, including Potheus and Pheasant's Eye.—King Edward VII., cup margined deep red; Or-natus, white, with scarlet eye; Potheus, white, with red margined cup; Little Dirk, a dainty variety, yellow cup, margined with red.
Tazettas, or cluster varieties, commonly called Polyanthus Daffodils.—Double Roman, double white; Paper White Grandiflora; Soleil d'Or, yellow, with orange colored cup.
Narcissi should never be planted in stiff rows, but in irregular groups or clumps. They look quite at home on the shores of a pond or scattered about a semi-wild grass plot. Daffodils in grass are now popular in large gardens, but trim lawns are not appropriate; there must be a suggestion of sylvan glade and woodland in the surroundings to bring out their charm.

IT PAYS.

It pays to wear a smiling face. And laugh our troubles down. For all our little trials wait Our laughter or our frown; Beneath the magic of a smile Our doubts will fade away. As melts the frost in early spring Beneath the sunny sky.
It pays to make a worthy cause By helping it, our own. To give the current of our lives A true and noble tone; It pays to comfort heavy hearts, Oppressed with dull despair, And leave in sorrow-darkened lives A gleam of sunshine there.
It pays to give a helping hand To eager, earnest youth, To note with all their waywardness Their confidence to win, To pay to open wide the heart, And let the sunshine in.

HOW DRUDGERY CAN BE MADE INTO PLAY.

Johnnie hated to bring in wood. He hated it with all his six years of wisdom. Every night that big wood box in the kitchen stood empty, and every night Johnnie would find one excuse after another to put off his work until the last minute, and once in a while when his mother didn't keep a sharp lookout he went to bed, chuckling to himself that the wood box was empty.
The wood box bothered Johnnie's mother, too. She didn't like to have her son get into the habit of hating work. For Johnnie did hate it. So one night she tried a new method. "As usual, Johnnie," she began, "Oh, mother, have I got to fill the wood box to-night? I just hate it."
Johnnie's mother laughed. "I'll tell you, son, we'll play a wood box game to-night. I'll be a fairy, and the handkerchief is my wand. When I wave it slowly three times over your head you change into a great big giant."
"Now that you are a giant you can scamper out and fill that wood box in about three minutes, because giants do things right off quick."
Johnnie's face, which had been slowly brightening, was one big smile, and he left the room with a hop, skip, and a jump, and in a short time the wood box was filled with wood.
Johnnie liked the game. He never grew tired of it, and child fashion, he wanted to play it every night.
So much for the ingenious mother who had the wisdom to change that boy's attitude towards his work from that of a disagreeable task to work that was half play.

HOUSEHOLD HINTS.

SMOKE MARKS ON CEILINGS.
To remove smoke marks from ceilings, mix a thick paste of starch and water, and with a clean flannel spread it over the mark. Allow to get thoroughly dry, then brush off with a soft brush, and the marks will have disappeared.

BEFORE SWEEPING THE CARPET.
Before sweeping the carpets, take an old round tin, place holes in the bottom, and fill with common salt. Sprinkle this over the carpet. It prevents the dust from rising, brightens the colors, and prevents moths.

WAY TO COOK CAULIFLOWERS.
Before boiling a cauliflower tie it up in a clean piece of muslin; when done it can be easily taken out of saucepan and put into a colander to drain. This method not only keeps the vegetable whole, but keeps it white and free from any scum that may arise from cooking.

DROWNED CRUMBS.
These are invaluable; they may be used for puddings when a dark color is liked, for coating ham and bacon, and for giving a dainty finish to such dishes as macaroni cheese, cauliflower au gratin, baked or steamed fish, etc.
For these crumbs use all scraps of crusts and very stale pieces. Break them up, cutting off all black crusts. Put the pieces on a tin in the oven and let them get quite crisp. Then pound them in a mortar, pass them through a wire sieve, and keep them in a tin. You will find this a great saving of time when the crumbs are wanted in a hurry.

THE HOUSEWIVES' ASSOCIATION

WITH WHICH IS INCORPORATED THE "CO-OPERATOR" TOWN SHOPPING DEPT

Arrangements have been made for the conduct of an Association of mutual help to all women. Questions concerning women's interests will be answered. Any correspondence marked confidential will be treated as such. Letters, articles, suggestions, or other contributions helpful to women will be received for publication. Shopping will be done when required by the "Co-operator" Lady Shopper, who will faithfully execute any work entrusted to her. No charge is made, nor do we accept anything in the nature of discounts or rebate from firms with which shopping is executed. In every case the original invoices are sent direct to the customer with goods purchased.

Address all communications: THE HOUSEWIVES' ASSOCIATION, C/o "THE CO-OPERATOR," 431 KENT STREET, SYDNEY.

LETTER TO WOMEN READERS OF THE "CO-OPERATOR."

BY OUR NEW EDITRESS.

My dear Readers,—
First of all, let me introduce myself, and say, "How do you do?" I am newly appointed Editress of the Woman's Page, and as I have in the past, in my capacity as a Journalist, written for many years for newspapers, I am hoping that my pen name will strike a familiar note. However, I extend the hand of friendship to the "Co-operator's" wide circle of readers, and do not propose to do much more in this, my first letter, than make myself known. From my experience, I am quite sure I will be able to cater for all the literary needs of our railway women folk.

At the same time I should like to outline the new scheme of the re-organised Town Shopping Department, a feature of the Woman's Section of this paper which we trust will merit the confidence of all who seek its aid.

Firstly, we aim at departing from the cut-and-dried methods of business so often seen in this department of the average newspaper. We would improve on the old order of things, and with your co-operation we think we can do so.

Secondly, we want every woman who takes or sees our paper to know that she has in the city a personal friend—one to whom she can write for information, for help, and for advice on any subject which has to do with her home, herself, her children, their interests or their needs. Indeed, we would go further and say that this weekly letter should really be entitled, "Between one woman and another." But you will understand that "Fanelia" is never too busy or too tired at any time to attend to your needs, and a pair of gloves will be bought for you with as much care as would be given to the purchasing of a fifty-guinea piano.

Thirdly, as you cannot come to town and see for yourself just what is new in the Woman's World, allow me as your Town Shopper to act as your deputy. All shopping orders will receive most careful attention. For you it is simply a matter of writing out plainly a list of your requirements, enclosing the amount you wish to spend, and leaving the rest to us. We feel sure that, given one commission, our efforts in your behalf will readily merit all others.

We propose to feature on our weekly page special subjects of interest to women of all ages. Our readers will be brought in touch with current topics in the Realm of Women; there will be specially selected fashions for Women and Children, with illustrations; books worth reading will be brought under their notice; household economy and items of interest will receive their meed of recognition, and scraps of pleasant gossip will be passed on; and, taking it all in all, we hope in a very short time to have formed a circle of interested women readers, who feel that behind the printed page there stands the personal element which makes for reciprocity of interests and the cementing of friendships.

Every woman may, if she likes, contribute to this happy end. Awaiting your commissions, and with kindest greetings,
Yours sincerely,
FANELIA.

DRIED WHITE CRUMBS.

Rub any slightly stale pieces of bread through a wire sieve. Then put the crumbs in a baking tin in a very slow oven, turn them constantly. When they are dry and crisp, but not colored, take them from the oven and let them get cold. Then pass them again through a sieve. Keep them in a tin with a tight fitting lid and they will keep fresh for months. They may be used in place of fresh crumbs.

YOUR COOKING WILL BE BETTER

and will give you less trouble if you always use LESLIE'S BAKING POWDER. Better because "Leslie's" is strong and pure and makes cakes and scones light and easily digested. Gives less trouble because you need not worry about the temperature of your oven. "Leslie's" will give the very best results over—fast or slow.

FASHION FANCIES.

WINTER FASHIONS.

Fashion designers and experts have decreed that the coming season will be a velvet and fur one, for both costumes and millinery will be very largely composed of these two materials. Tailored costumes composed entirely of fur, are highly likely to enjoy a tremendous vogue in this State, for since we have only such a very short winter, fashion followers are hardly likely to fancy such very expensive costumes, when there will not be very many chances of wearing these ultra-warm costumes. Velvet, however, is a different matter, for it is less expensive, and more suitable for our winter climate. Velvet coats and skirts finished with wide collars of fur will very probably be largely favored, and velvet hats, of course, will enjoy tremendous popularity, for, from all appearances, there will be little else to choose, since the "private views" of the latest models disclose the fact that the majority of the warehouses and drapery establishments are ordering very large stocks of velvet and fur hats. A new material, velour fabric, which is not unlike velvet, will also be much worn this season. In evening costumes, draped trains will play a prominent part, the draped skirts being arranged at the hem to fall in a short-pointed train.

FLORAL "ACCESSORIES."

The fashion of wearing artificial flowers is becoming more and more popular, and many of the illustrations in the English and Parisian fashion journals show the costumes finished at the waist with either a quaint little multi-colored posy or with one large flower. In a tunic costume the hem of the tunic may also show one flower similar to those worn at the waist. Magnolias and camellias in white lambskin are highly popular, while tango velvet roses, if used very sparingly, lend a bright tone to a black costume. While writing on the subject of "blooms," I might also mention that the early Victorian posy will enjoy popularity this coming season. It will be hard for the young people to admire these tight little bouquets, which were considered so very charming some 50 or 60 years ago, for the present generation has become so used to the exquisite shawer and sheath wired bouquets fashioned so cleverly by expert floral workers that it will be hard to admire the simple variety of posies.

SASHES AND BOWS.

No costume is considered finished now unless either a draped belt or a sash of some description is worn. The sash that seems to be most favored consists of a belt of soft ribbon, finished at the back with two perfectly flat ends. The large Mousemou bows are also fairly popular, and the simple Roman girdles are worn to some extent, while the wide sashes encircling the waists like Swiss belts are shown on some of the latest costumes. Small bows for the neck are once more very popular, and some very dainty ones of crepe de chene and charmeuse are being shown in many of the leading drapery emporiums.

DON'T THROW AWAY OLD NEWS PAPERS.

Newspapers are invaluable in the home, and by using them much labor and time is saved. When cooking, cover the kitchen table with them, and if any grease is spilled the paper will absorb it. It can be rolled up and used for lighting the fire, and the kitchen table is also kept perfectly clean. If greasy plates, dishes, and knives, and forks are wiped with newspaper before washing, the water will last for double the amount of washing up. The sink is also kept free from grease, and the time that is spent in washing this after greasy water has been poured down is saved. Windows and tinware can be quickly cleaned by the aid of newspaper balls. Roll the newspaper up tightly into balls, and damp it. Rub the window with this, and then with a dry ball, and finally with a chamois leather. When storing blankets, furs, or any goods that moths are liable to attack, use a liberal amount of newspaper. These troublesome insects object to the smell of printers' ink, and so keep away from articles encased in newspaper. It is also a good plan to line drawers with newspaper for the same purpose, especially where woollens are kept.

TEACHING YOUR CHILD TO LISTEN.

There is one phase of child-training which we have neglected in the home education of our children—teaching a child to hear.

A child must be taught first of all to listen before he can really hear. To listen he must learn to enter into the silence—and be quiet.

Children often appear heedless, inattentive, and disobedient. The real trouble may be that they have not learned to listen.

The mere fact that a child can interpret sounds with his ears does not prove that he hears with his intelligence. A little girl I knew would repeat aloud her mother's instructions—"Go upstairs and bring me your blue dress"; she would return some 15 minutes later without the dress. She had perhaps been playing with her toys.

The child would stand bewildered for a moment, and then rush away, bringing back the wrong dress. This child seldom listened to anything but the voice of her own turbulent little self.

To learn in early years to still all movement, so that something of interest may be heard, is to have the power to hush the tumult of heart and brain and listen to the voice of reason.

Parents often attempt to reason or argue with a frightened or angry child. This is time and energy wasted. The child's mental condition renders him, for the time being, incapable of hearing anything outside of his own consciousness. It is best to turn his attention from the cause of his anger or fright. First quiet him, then he may be interested in the right interpretation of the trouble; he will then be ready to hear.

Some children have so many useless directions given them, so many foolish restrictions placed upon their freedom, so many long, weary admonitions and tiresome corrections, that they make no attempt to hear; they simply shut their ears and think of something else.

In one of the poor streets of the suburbs I met a little girl crying. Walking by her side, I induced her to tell me her trouble.

It seems that a teacher had given directions regarding an examination. The little girl had not understood them, and in consequence had failed to pass.

"Were you not there? Did you not hear the directions?" I asked.

"Why, yes, I was there," was the reply, "but that teacher is always jawn' about something, so I never pay 'tention to her; so how could I hear what she said when I didn't listen to her?"

With a little care young children are easily taught to listen and to attend.

A baby will take delight in the same sound repeated over and over again. It is the effort to amuse him by noise and confusion that tires and frets him.

He listens for his mother's step, and he recognises it long before he talks. He listens to the voices about him, and talks because he has heard. It would be wise to remember, too, that the baby listens with more than his ears. Every nerve of the vibrant little body is attuned like an Aeolian harp to the rhythmic sounds which he hears all about him. He feels music, both vocal and instrumental, the wind, the footsteps of his beloved, the sounds of his toys. These all find a rhythmic response in his sensitive body. They educate his hearing sense.

The baby discriminates, however. Certain sounds irritate him. If the baby hears from the first quiet, pleasant voices, happy laughter, and pure enunciation as well as pronunciation, if his surroundings are harmonious, he has just so much more power than the child who is accustomed to harsh voices, boisterous laughter, and coarse or careless speech. The first child has been started on life's journey by way of the open sunlit road; the second has been sent through a tunnel. The chances are that he will lose the way.

A mother who could not sing used to memorise and repeat to her baby beautiful poems. She was careful to give to every word a pure and true accent; the little girl's English was a joy to all who heard her speak. She was also musical.

Rhythm belongs to child-life. Children should hear rhythmic sound and be taught to listen to it. People who have been much with children know how they will say over many times

some little jingle, or even one word that seems to please them.

A little boy of two went about for several days saying one word—"together." I sat beside a little girl in a railway train, who repeated in a sing-song tone, until sleep overtook her, "I'm goin' to gran'ma's, I'm goin' to gran'ma's."

This natural love of euphony may well be utilised in child-training. Repeating melodious poems or good prose gives real pleasure to children, and satisfies their longing for melody. In addition, it gives them a growing power. "Tell me a story!" "Read to me!" "Tell me about when you were little!" are constant demands. This may be interest in a story, or just a demand to have the attention centred upon continued spoken word harmony.

It is wise to begin with "Listen!" and then wait for the quiet that denotes attention. Then begin the story in a low tone of voice. The ability to be quiet is worth cultivating in the young, and one may teach a child any good thing if one remembers to interest rather than to weary, to practise rather than to preach.

If the mother or some grown person will do a little systematic work in ear-training with the children, the result will fully repay the time spent.

THE FIRST VIOLIN.

By JESSIE FOTHEGGALE.

BOOK V.

CHAPTER I.

"I wonder where we are now," I half-whispered, as the bridge was dimly visible, and the dark, cold, rushing river, I dared not alight to anything else. I felt my heart beat, and I felt too, too utterly uncertain of him. There was sadness in his voice, and I who knew its every cadence, could hear that.

"I think we are about passing Kilsyth," said he. "I wonder where we shall land at last." "Do you think we shall go very far?" "Perhaps we may," it is on record that the Edinburgh shipwright, a part of it I mean—once turned up at Rotterdam. It may happen again, why not?"

"How long does that take?" I dare say. "Twelve or fourteen hours, I dare say." "I am sorry for you," he said in the gentlest of voices, and he wrapped my shawl more closely around me. "You are cold, too-shivering. My coat must do duty again."

"No need to cry. 'Keep it! I won't have it!'" "Yes, you will, because you can't help it if I make you," he answered as he wrapped it round me. "Well, please take it out of it. At least wrap half of it round you. I implore, for I shall be so miserable. 'Tray don't! No, keep it! It is like charity, it has not room for many shawls at once.'"

"Do you mean you or me?" I could not help asking. "Yes, we are all sinners!" "I knew it would be futile to resist, but I was not happy in the new arrangement, and I touched his coat-sleeve timidly. "You are quite a thin coat," I murmured, and I have a winter dress, a thick jacket, and a shawl. "And my coat, and do you know, oh, pardon me, you shivering in spite of it," said he conclusively. "It is an awful storm, is it not?" I suggested next.

"Was an awful storm, night wane? Yes. And how very strange that you and I, of all people, should be here, of all places. How did you get here?" "I had been to church." "So! I had not." "How did you come here?" I ventured to ask. "Yes—you may well ask; but first—you have been in England, have you not?"

"Well—I came here yesterday, from Berlin. When the war was over—'Ah, you were in the war, were you?' 'Naturally, mein Fraulein. Where else should I have been?' 'And you fought?' 'And you fought?' 'At Sedan—yes.' 'Oh, my God!' I whispered to myself, 'and were you wounded?' I asked aloud. "A mere trifle. Friedhelm and I had the luck to march side by side. I learnt to know in spirit and in letter the meaning of 'Ich halt' einen guten Kameraden."

"You were wounded!" I repeated, unheeding all that discursive chatter. "Where? How? Were you in hospital?" "Yes. Oh, it is nothing. Since then I have been learning my true place in the world, for you see, unhappily, I was not killed."

"Thank God! Thank God! How I have wondered! How I have thought—well, how did you come here?" "I coveted a place in one of those graves, and couldn't have it," he said. "It was a little while ago, but I was denied, but fallen men must do without much. I saw boys falling around me, whose mothers and sisters are mourning for them yet."

"Well, Friedel, and I are working in Berlin. We shall not stay there long; we are wanderers now. There is no room for us. I have a short holiday, and I came to spend it at my birthplace. This evening I set out, intending to hear the opera—Der fliegende Holländer—very appropriate, wasn't it?" "Very!"

"But the storm burst over the theatre just as the performance was about to begin, and removed part of the roof, upon which one of the company came before the curtain and dismissed us with his blessing and the announcement that no play would be played to-night. This was a deprivation of the unduly pleasure of watching my old companions wrestling with Wagner's stormy music while I looked on like a gentleman."

He laughed again—a harsh laugh, unlike the old sweet laughter of his youth, which had roused all my fears to renewed strength. "But when you came out of the theatre?" "When I came out of the theatre the storm was so magnificent, and was telling me so much, that I resolved to come down to its centre-point and see Vater Rhein in one of his grandest furies. I strayed upon the bridge of boats, forgot whether I was listening only to the storm, or I knew what was happening. I was alone and the tempest howling round me—and you, fresh from your devotion to hullo! hullo! Are you going to stay long in Edinburgh?"

"It seems I may not. I am driven away by storms and tempests." "And me with you," thought I, "perhaps there is some meaning in this. Perhaps Fate means us to breast our storms together. If so, I am ready—anything—so it be with you." "There's the moon," said he; "how brilliant, is she not?"

I looked up into the sky wherein she had indeed appeared. A lying, lying lady, lean and pale, shining cold and dead, but very clearly upon the swollen waters, showing as dim outlines of half-submerged trees, cottages and hedges—showing in the dark, the wreck of wreck floating down the river with us, hurrying rapidly with the current—showing me, too, in a ghostly whiteness, the face of my companion turned towards me, as his shawl rested on his knee and his chin in his hand, and his loose dark hair was blown back from his broad forehead; his strange, deep eyes were resting upon my face, calmly, evenly.

Under that gaze my heart fell. In former days there had been in his face something not unkind to this stormy, free night; but now it was changed—how changed!

A year had wrought a terrible alteration. I knew not his past; but I did know that he had long been struggling, and a dread fear seized me that

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the struggle was growing too hard for him—his spirit was breaking. It was not only that the shadows were broad-er, deeper, more permanently seated; there was a down look—a hardness and bitterness which inspired me both with pity and fear. "Your fate is a perverse one," he remarked, as I did not speak. "So! Why?" "It throws you so provokingly into society which must be unpleasant to you." "Whose society?" "Mine, naturally." "You are much mistaken," said I composedly. "It is kind of you to say so. For your sake I wish it had been any one but myself who had been thus thrown

together with you. I promise you faithfully that as soon as ever we can I will only wait to see you safely on a train, and then I will leave you. He was suddenly silenced. I had composed my face to an expression of indifference as story as I knew how to assume, and with my hands folded in my lap, had stooped myself to look in to his face and listen to him. I could find nothing but a kind of careless mockery in his face—a hard half-smile upon his lips as he went on saying the hard things which cut home and left me quivering, and which he yet uttered as if they had been the most harmless, pleasantest of the merest whipped-cream compliments. (To be continued.)

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BIRTHDAY OF THE "CO-OPERATOR"

HISTORY OF THE ORGAN OF THE AMALGAMATED

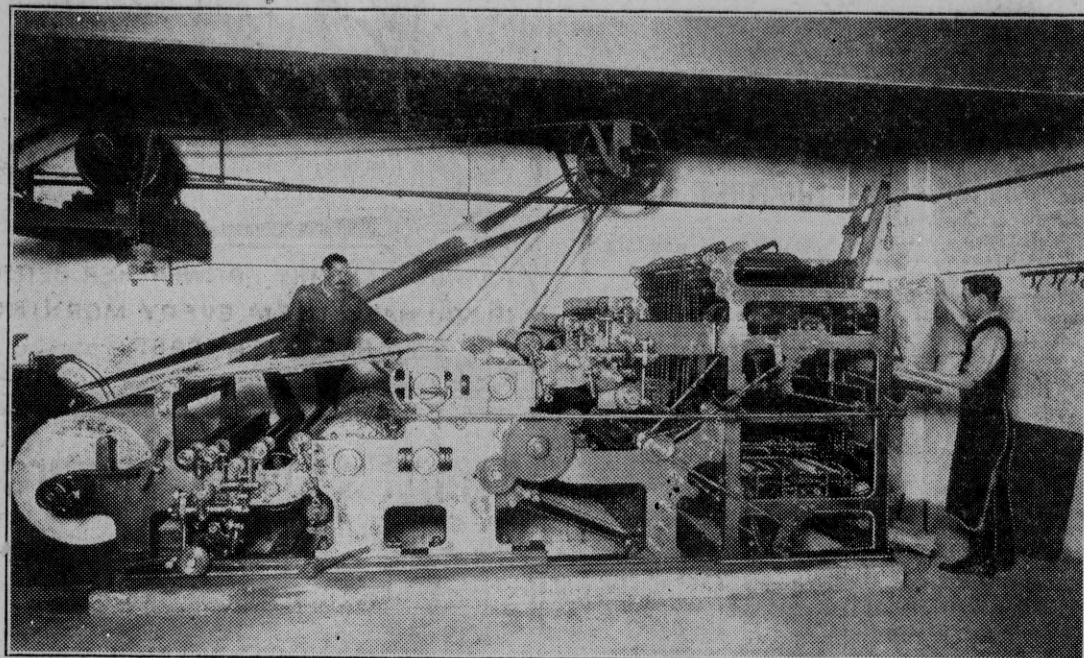
CELEBRATES ITS TWENTY-SEVENTH ANNIVERSARY THIS WEEK.

It is a coincidence that the re-registration of the Amalgamated, together with the consequent State-wide jubilation of service men, should have occurred just on the 27th birthday of the founding of the newspaper of the Association. It was early in March, 1887, that the Am-

algamated Railway and Tramway Eddy arrived to take charge of the Service Association first issued a newspaper. For some considerable time prior to this date the need of some official record which could be sent to members was felt, and it was

measure of justice; of the fights made in the State House by Mr. Schey on behalf of the railway men, and of the deputations and fights between the Amalgamated and Sir Henry Parkes and Mr. (now Sir William) McMillan. It was about the time of the foundation of the paper that Mr.

was quickly seized with the vital necessity of some means of keeping in touch with the organising of railwaymen, and new vigor was put into ship of the "Review." A new sized paper was taken up, being an eight-page double demy and cover (in red) size. This paper did service for some

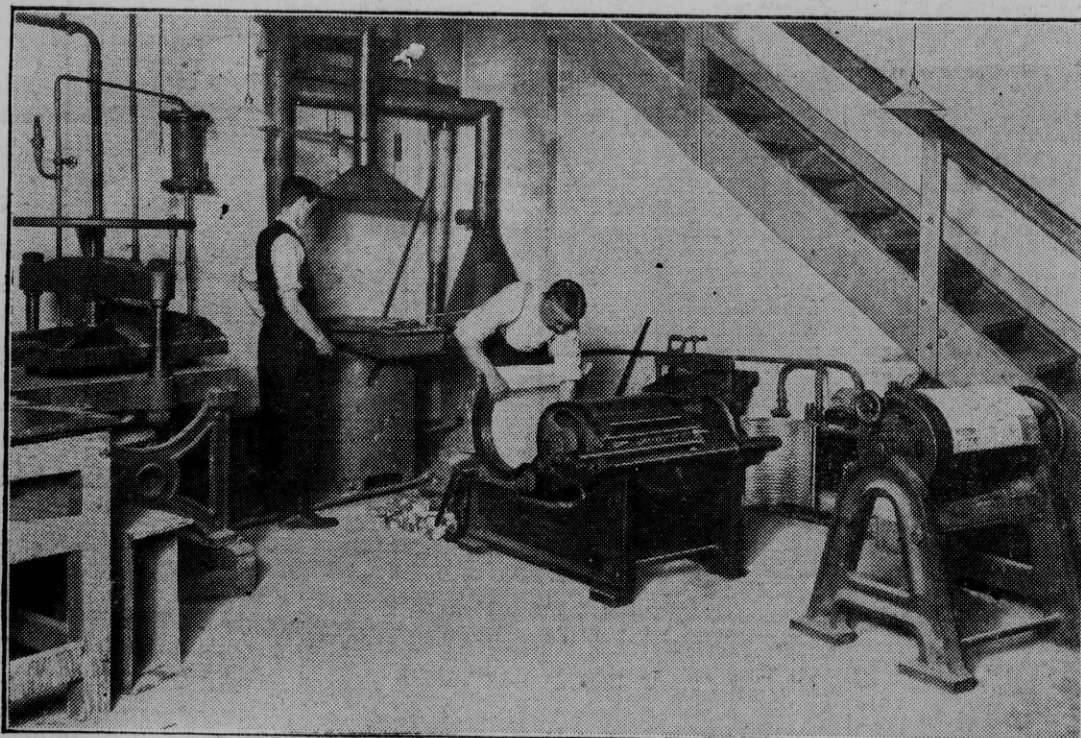


FOSTER SINGLE REEL ROTARY MACHINE.

algamated Railway and Tramway Eddy arrived to take charge of the Service Association first issued a newspaper. For some considerable time prior to this date the need of some official record which could be sent to members was felt, and it was

little time and it was later on found to be absolutely necessary to increase the size to a 16-page magazine, publication in each case being monthly. Even this stage of the newspaper was not free from the ups and downs

continued to do good work, and the association gradually gained in strength every month. It was about the 1910 conference, however, that the financial position of the publication became so unsatisfactory

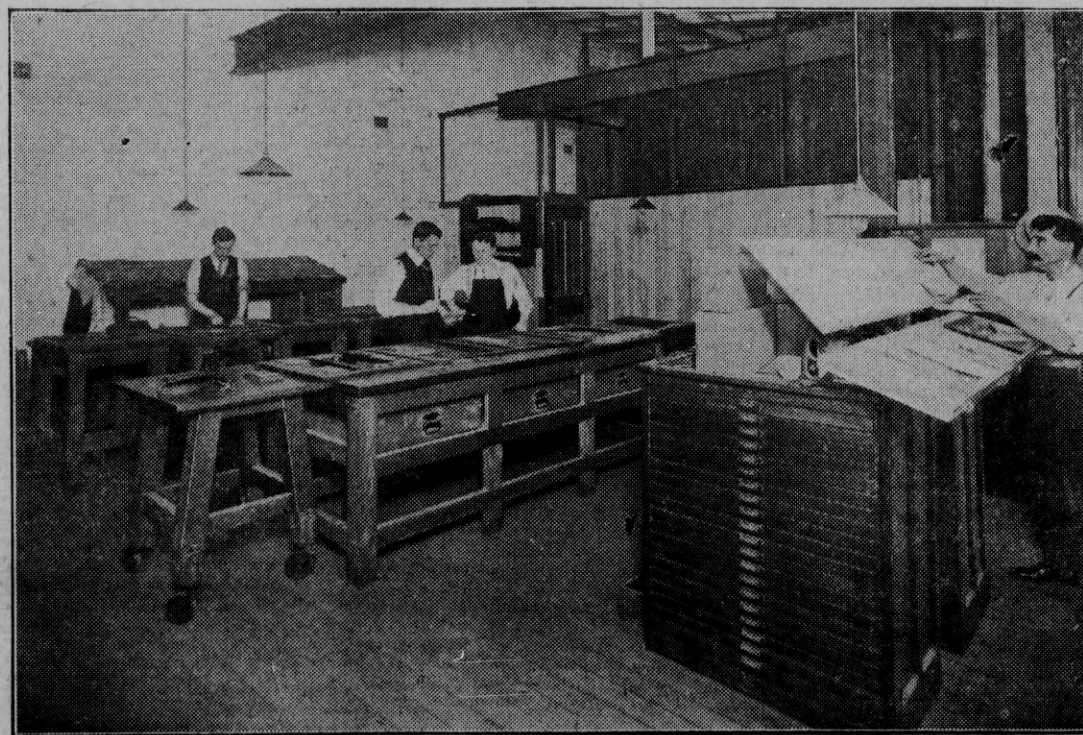


STEREOTYPING DEPARTMENT.

due to the energy and perseverance of the late W. F. Schey, who was then secretary of the Amalgamated, that the publication was started. Many attempts had been made prior to this date to launch some such form of publicity; it was however not so easy in those days as it is now even, to get such a publication going. Indeed, it has only to be mentioned that the printing had to be taken to Parramatta, which in those days was somewhat of a journey away, to show that those behind it were not afraid of work and trouble. According to the records, the paper was, in its early days, printed by Fuller's Lightning Printing Works Co., at Parramatta, and judging it by the standard set by present day printers, Fuller's Company have nothing to be ashamed of in their production. Mr. Schey, besides being the Amalgamated secretary, was editor and manager of the newspaper, with his offices at 23 Regent-st., Sydney. The newspaper, called the "Railway and Tramway Review," which title it held from its birth until the year 1910, was a seven-page magazine with a blue cover, and was published monthly at three-pence. There are many old members of the Amalgamated who could give many interesting reminiscences of those early days: how Mr. Hoyle, now assistant State Treasurer, was dismissed, and the fight put up to secure for him a

Writing under the heading of "More Tyranny," Sydney "Truth," in May, 1891, says: "The railway men are beginning to learn the difference between the local devil we know and the foreign devil we don't know. . . . The logical sequence of the dismissal of Hoyle, of the R. and T. Association, has been reached in the sudden, though not unexpected, sacking of a number of smart, useful men in whom the disease of manhood had become alarmingly manifest." . . . In the schedule of those men comes—

"McGowen, boiler-maker, one of those pestilent fellows who bring natural intelligence to bear upon their daily duties, and who has the impudence to think in leisure moments, and the confounded audacity to spout. A candidate for Redfern. Oh! This is trifling with a Tory Province."



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that some steps were rendered necessary to avoid the rocks. The conference had to consider ways and means, a severe deficit on the year's operations making this imperative. It was seriously considered, and conference decided that, under the circumstances, the publication of the magazine would have to be stopped. It was clearly recognised by all those delegates present, and indeed by every member of the Amalgamated, which at that time numbered some

4,000 odd members, that this was a serious step to take. The delegates, however, in their wisdom, considered there was no other course open to them, and resolved upon the stoppage of the "Review." The executive, together with the general secretary and editor of the "Review," Mr. Catts, were even more concerned than the conference. They foresaw that the stoppage of the "Review" would seriously retard the progress of the Association, and at-

ter a deal of consideration they were able to submit an alternative scheme for the continued publication of the Association newspaper. This scheme, after very lengthy discussion, was accepted by the annual conference, and was followed almost immediately by the formation of the "Co-operator," and the subsequent publication of the newspaper (incorporating the "Review") called the "Co-operator."

This new paper was a 16-page size, printed on a white super-candor paper, and issued weekly. It was printed on what is known as the flat-bed machines, and was an infinitely better production than had ever been attempted before. Indeed, with its issue there started a boom in the affairs of the Amalgamated, which forced the membership towards the sky at the rate of about 500 members a month, a result which undoubtedly stands by itself as far as New South Wales Trades Unions are concerned. It is possible that on occasions this ratio of progress has been eclipsed.

Take, for instance, an industrial trouble where members outside the union are concerned. They may at such a time join in shoals, and instances may be pointed out where a union membership has been swollen to the extent of perhaps a thousand or more in a month, but when it is considered that a sustained increase of about 500 members a month followed the publication of the larger and more influential paper for the Association, some idea of the value of such a publication can surely be seen. It is sufficient to say, as a proof of the tremendous progress of the Amalgamated, that at the 1913 conference there were upwards of 20,000 members on the books of the Association. It is unnecessary to record here the benefits secured for these members, save to say that increases in salaries and wages totalling many hundreds of thousands of pounds annually were secured, besides numberless other

concessions in the conditions of service in the railway and tramway systems. It is safe to say that there are to-day thousands of service men grateful to the Amalgamated for its efforts on their behalf, and it is only necessary to point to the loyalty shown by all these members during the lengthy period of stress through which the Amalgamated has just passed. This is sufficient demonstration that the loyalty of these men was not mere lip-loyalty; they were prepared to fight on until the clouds rolled by with an optimism that no amount of setback could dampen.

Some little time after the publication of the "Co-operator," it was found necessary to re-construct the form of its production. The membership having reached such big figures, it was found that the production of this paper on the flat machines was too slow and cumbersome. To ensure the catching of the various mails to all parts of the country some quicker method of production must be found. The contractors of the production decided to install what is called a rotary machine, capable of producing about 7,000 finished papers per hour, which were ready to be folded for the mail. This rendered necessary an increase in the size of the paper to an eight page broad sheet, and in this form the newspaper has been produced ever since.

During these years it was found that the "Co-operator" was not any more free from financial troubles than was the "Review," or indeed any other newspaper. It was a costly venture, and month after month piled up the deficit until the first annual balance sheet showed nearly £2000 on the wrong side of the ledger. Few items are needed to show what the cost of running such a newspaper could amount to. One thousand miles of paper, weighing nearly 75 tons, and costing over £400 in postages per

(Continued on Page 6.)

APPEALS BOARD.

THE BOARD.

MR. HODGSON.
(Chairman.)
MR. LUCY.
(Chief Commissioner's Representative.)
MR. E. D. CAMPBELL.
(Elected Representative of whole Staff.)

THURSDAY, 5th MARCH, 1914.

THOMAS CHARLES GOODACRE, driver, Rozelle, 10s p.d.
Charge: Want of care, whereby tram was started from Balmain-road, Leichhardt, whilst a woman was alighting from the off side, with the result that she was thrown to the roadway, receiving injury. Disregard of regulation No. 111. 23/12/13.

Decision of Officer: Fined 10s, 23/1/14.
Appellant pleaded not guilty to want of care.

Mr. Neale, for the Department, said that appellant was driver of the 9.50 p.m. Rozelle tram. The tram started before a lady with a baby in arms had alighted, throwing her to the ground, seriously endangering both lives.

Herbert Evans said he was on the corner of Crystal-street and Balmain-road, when appellant's tram stopped. A lady with both arms around a child stopped straight out on to the footboard; she hesitated a few seconds, and then removed one arm from around the child, and turned to take hold of the stanchion, when the tram started and she was thrown. The lady did not turn to strike hands with anyone on the car. She was not on the ground; she was thrown. When she got up she said it was all her own fault, that she was not hurt, and then walked away.

To Mr. Hodgson: The lady shuffled with the child to get a better hold with the left hand, and caught hold to the stanchion with the right hand, with her back to the direction in which the car was going.

Edward Ansley, constable, stated that he was on the corner of Crystal-street and Parramatta-road on the date in question. The lady was speaking to someone in the car, and turned to catch hold of the stanchion. She had one foot on the footboard and one on the roadway, when the tram moved off. She swerved round and practically sat down on the roadway. She did not complain of injury, and said it was her own fault.

Harry C. Perry, laborer, said he made a statement in regard to an occurrence in Balmain-road. He was waiting for a tram at the corner of Crystal-street. Saw the lady fall, rushed over and saw several men, whom he took to be tram men, speaking to the woman and trying to bluff her.

Know the lady well. She did not appear to be hurt at all, and asked to be taken away. She was going to Newcastle, and had now gone for good. The men were trying to get a statement from the woman. I could not swear they were tramway men. I gave my name some time after.

Thos. Chas. Goodacre, appellant, said the car pulled up at Balmain-road. I saw a lady going to get on the off side. She was preceded by two small boys, and had a baby in her arms. I looked after I got the bell, and saw the lady in the roadway. I started the tram, and then heard a scream. I pulled up and came back, and saw the woman being assisted to her feet. I was told that she made a statement that she had cleared the car and then put her foot on the board of the next compartment to shake hands with a friend, when my car moved off, and she practically sat down on the roadway. Inspector Hickey told me to clear the traffic. He said he would look after the street traffic and get the names of witnesses. I heard that the Department had got a statement from a passenger of the name of Black, a guard, which exonerated me. The lady got up and went to the car, and told her friend she was all right.

To Mr. Neale: I saw the lady getting out with a baby in her arms, and two boys about eight or ten preceded her. I saw the woman standing beside the car, and I am sure the car was clear. I saw Black's statement at the tramway offices, and he said the lady went to get into the tram again.

To Mr. Campbell: Inspector Hickey instructed me to clear the traffic, and he said he would get the evidence of the street witnesses, and had told my conductor to get the car witnesses. My conductor told me that Black, a railway guard, had seen it all, and that was enough.

The board decided that the weight of evidence was against appellant, but considered that the case would be met by a caution, and decided to remit the fine.

MARSHALL BURROWS, driver, Tompe, 9s 6d per day.
Charges: (1) Using threatening and indecent language to an officer on two occasions, 15/1/14. (2) Refusing to carry out instructions of said officer, thereby causing damage of which he was driver to be delayed, 15/1/14.

Decision of Officer: That he be dismissed the service, 19/1/14.

Appellant was defended by Mr. Croft, and admitted the facts, but asked for the leniency of the board.

For the Department, Mr. Neale said appellant was driver of the 5.15 tram to Tempe on 15/1/14. Sub-Inspector Harford saw appellant pull a packet of cigarettes out of his pocket and take one out. Thinking he was going to smoke one, he drew his attention to the regulations, when appellant said, "I know all about you for seven years," and used very insulting and indecent language, also threatened him. He followed the sub-inspector off the car, and again threatened him.

Decision: The board dismissed the appeal.

WALTER FOX, conductor, North Sydney, 8s 6d per day.
Decision of Officer: Dismissed, 6/2/14.

Charge: Serious cash-fare ticket irregularity, 28/1/14.

Appellant was defended by Mr. Croft, and pleaded not guilty. Fact admitted that a fare was missed.

Mr. Neale, for the Department, said that appellant was conductor of the Split to Cremorne train 4.55 p.m. on date in question. The inspector found a lady holding ticket 6484; the ticket in block was 6436. No dark blue tickets were issued on that trip, but two were issued on the previous trip.

Appellant, Walter Fox, said, he had about 11 years' service. Recollected the date in question. I issued the ticket to the lady, and got the cash for it. I paid all cash in on that day. The block of tickets would be in my possession till it had been worked out. I believe the block was whole or new when it was served out to me.

To Mr. Campbell: I got my case 12 months back, and I believe I got about September. It has not been the block of tickets in question out of my possession.

The board dismissed the appeal.

ARTHUR HAMILTON POOLE, Electric Driver, Port Macquarie, 9s p.d.

Charge:—Want of care, whereby he allowed his car to collide with the rear of another car at the foot of Loftus-street, Circular Quay, 26-1-1914.

Decision of Officer:—Certificate cancelled, 27-1-1914.

Appellant pleaded not guilty to want of care, and appealed against the indefinite reduction.

Mr. Neale said the facts of the case were that 4.30 p.m. train, race-course to Quay, was going down Loftus-street, and Poole allowed the car to collide with another car. He had no air, and was using the hand-brake. His foot slipped, and the collision occurred.

Appellant stated that early in October, within one month after passing as a driver, he had a collision, which was of a trifling nature. This was what the department had in mind when the reduction was put as it was at present.

Decision:—Restored to his position on 27th March or earlier if the Tramway Superintendent sees fit.

HENRY JAMES LONG, Conductor, Rushcutters Bay, 9s p.d.

Charges:—(1) Failing to carry out the instructions of his superior officer on two occasions, thereby disregarding Regulation No. 2. 6-1-14. (2) Entering on time-sheet time he was not entitled to.

Decision of Officer:—Fined 2/6, 21-1-1914.

Appellant pleaded not guilty to both charges.

Wm. Appleton, shed driver, said that on the date in question he gave run as conductor and told him he appellant instructions to pick up his had twelve minutes to do this in.

He saw the tram outside the shed at 11.35. I told him to sign off and apply to the Depot Master for his time. Long returned to the shed before 11.11 p.m., he had twelve minutes clear of all time, ten minutes is allowed in which to put the car away. Could not say whether Long put the car away or a shed driver. Long reported to me at sign office at 11.35. I was in charge.

Edward Wheeler, shed foreman, said that on the date in question he gave Long instructions. Long left depot at 7.17 for White City. He did several trips. Saw him again at the shed at 8.15 p.m. Told him if he had finished with the White City specials before 11.23 to pick up his run. I signed off at 10 p.m. Appleton was in charge till the night shed chameleon comes on at 11 p.m. That official is then in charge.

Harry Jas. Long, conductor, said he had three years' service, had been acting driver for 11 months. While doing this he had to put his car away, and that meant he had to clear the road. He returned to the car at 11.11, put the car away on No. 11 road, then found that they were using No. 11 road, and he had to use the traverser to put the car away on No. 12. He then had to get his bag and came straight up to pick up his run. Did not hear anyone call for him. He did not delay after putting the car away. When he went out to pick up his run it was 11.23, then he saw a car passing but the numbers had been changed. Went to the next set but found they were not his. He then reported to driver Appleton. Ap-

pleton gave him no instructions at all as to signing on or off. He wanted a single car brought in before a coupled set. I went and took charge of the single car and brought it into the shed. I was told by Wheeler to pick up my run at 11.23. My bag was in the meal room, it would take me about five minutes to go and get this. I was in the yard in front of the shed at 11.23, but did not know that it was my set. I saw Appleton about 11.25. I saw him looking for a conductor to take a car to Dover-road, and I spoke to him and told him I had not picked up my run. Appleton told me after 12 o'clock and suggested to me to sign off at 11.23, and apply to the Depot Master for the balance of the time. I deny that he told me to sign off till about 12 o'clock.

The board dismissed the appeal. Mr. Campbell dissenting, considering that the appeal should be upheld.

TIMOTHY McMAHON, Leading Porter, Reducing Time Staff, Sydney, 9/6 per day.

Charge: Failed to have the second class labels removed off windows of first class car on the 1 p.m. Homebush train before departure from Sydney, 30/12/13.

Decision of Officer: Fined 2/6, 16/1/14.

Appellant was undefended and pleaded not guilty.

John Mars, assistant superintendent of lines, said he joined the train at Peterham and got in the second class car. As the train came up he saw the second class label on the window.

Peter O'Brien, leading porter, said he remembered the trouble about labels being on the 2.13 p.m. ex Homebush, this train arrives at 1 p.m. from Homebush. It is the duty of the leading porter to take the labels.

Jas. Roberts, porter, said he was on duty at Sydney, it was his work to turn the seats, etc., of the train, he examined this train particularly and did not see any labels on the windows.

Appellant, Timothy McMahon, said some time ago he had trouble with this train. I meet this train and go through the car and remove the labels. When I do so I call the guard's attention to see that the labels are removed before he starts the train. Did it on this occasion. I did this to ensure that the train is not tampered with by someone else. The car he referred to is the leading first class car next to the second class. He examined every window.

Decision: Board dismissed the appeal.

WILLIAM JAMES LONG, fourth class Signaller, Hornsby, 11/ per day.

Charge: Signaller Long failed to have the down main line clear for the passage of No. 25 down passenger train (8.35 a.m. ex Sydney to Newcastle) with the result that the train was unnecessarily delayed at Thornleigh, 15/11/13.

Appellant pleaded not guilty.

Robert Reeves, traffic inspector, said he recollected the 8.35 a.m. ex Sydney being delayed. No. 96 goods arrived at Hornsby about 9.14. He was on the platform and saw that 69 was standing at the platform. He thought 35 should be on the way, but appellant said he had no word. Heard Thornleigh give the waiting signal, went to the driver and told him to hurry up, which he did. Long's duty is bring 69 inside the home signal and to block 35 at Thornleigh while 69 is at the platform. He should tell drivers to go ahead and not take water. Could not say whether he did so or not on this occasion as he did not see him do so.

Frederick Ingersole said he was driver of the 69 down goods at Hornsby. He stopped at the water column as is usual. An official came and told him he was blocking a passenger. He then hurried up and pulled into North Hornsby. He had the road as far as North Hornsby box. He could not say whether he recognised who came to him, thought he was an S.M., could not say whether he had a gold crown on his cap.

Ernest Clare, block porter, said he recollected 25 being blocked at Thornleigh on the date in question, the train arrived at 9.19 a.m., left at 9.22, blocked by 69 being ahead.

He could not say whether Hornsby box asked where 25 was, but recollected finding out that 25 was late. No. 69 left at 9.25 should want the road at 9.14. He found that 25 was late before letting 69 go forward. Did not receive the signal of 69 till 9.22, a block of three minutes.

Harold Plummer, clerk, said all that he knew of the delay to 25 was that he was in the office preparing papers and saw Reeves rush into the office, get his pocket book and run up the platform. Heard him ask appellant how long 25 had been blocked by this goods. Is quite certain was not on the platform at this time. He saw Mr. Reeves direct the school children across to the other platform. Knew that there were two plenary specials.

Appellant, Wm. Jas. Long, fourth class signaller, said he was on duty in the box on the date in question. Mr. Reeves asked him if there was

any word of No. 25, this was just as 69 was coming along the platform. When he got warning of goods he asked Thornleigh where 25 was, the reply was that 25 was 10 minutes late. It is his duty to take the train on from Thornleigh. As 69 was approaching he pulled right off to North box, told North box 69 was going to him as it was coming slowly, called out to the driver not to take water. As he called out Mr. Sneddon came out of his office. Told him that the driver would block 25 if he stopped to take water. Mr. Sneddon went to the driver and coming back told him that the driver said he must take water. He then said it would block 25. Have no power to stop a driver taking water if he wants to.

Michael Hogan, signaller, said he was on duty on the date in question, was at signal box, Hornsby. Recollected 69 arriving, also Long inquiring about 25, this was about 9 a.m. As 69 was approaching Hornsby, Long was on the phone with Hornsby, as 69 passed the box he called to the driver to go on to North Hornsby, the main line signals were off. Heard Long in conversation with Sneddon. Long told him that 69 had not time to take water, but to go on to North Hornsby to stop away. Mr. Sneddon came back a minute or two after, and said the driver said he must have water. Inspector Reeves was not in the box between 6 a.m. and 9.30. Witness was not out of the box. He saw Inspector Reeves on the platform. Would swear that Reeves was not in the box before 9.30.

Frank Sneddon, relief officer, said he was on duty at Hornsby on date in question. Located this by his whereabouts book. Was on duty at 7 a.m. No one else was on duty that day. He was in the office and on the platform about 9. As 69 drew into the platform he heard Long calling out and came out on to the platform to see what was wrong. Long said 25 was close behind and 69 was blocking her. Went to the driver and told him he was blocking the passenger. He replied he must take water. Saw the driver turn the water off. Was in full uniform. Did not see Inspector Reeves on the platform.

Decision: The board dismissed the appeal (Mr. Campbell dissenting, considering the appeal should be upheld).

EXECUTIVE.

The first meeting of the new executive of the Amalgamated Railway and Tramway Service Association was held at Orchard's Buildings, George-street, on Wednesday, March 4, 1914. There were present: Messrs. E. D. Campbell (president), V. Kavanagh (vice-president), J. McDonald, G. H. Stokes, and H. O'Dell (executive officers, and Claude Thompson, general secretary.

Apologies were received and accepted from A. Lawless, general treasurer, and M. A. O'Donnell, who were absent on private business.

Re Bannister's case. The general secretary was instructed to write to the Assistant Minister for Railways, Mr. H. C. Hoyle, requesting him to receive a deputation with reference to the case of Mr. Bannister. It was resolved that Mr. Hoyle be requested to arrange, if possible, to meet the deputation in the evening so that the members would not have to lose time.

Re No. 2 Board. The general secretary reported that about forty or fifty witnesses had been examined before No. 2 Board in support of claims put forward by Amalgamated members. He stated that the advocate, Mr. R. J. Stuart-Robertson, M.L.A., had taken great pains with the evidence and was displaying qualities which should result in an excellent award being obtained. It was resolved that witnesses expenses, lost time, etc., should be borne by the Amalgamated.

Redfern branch. The secretary of the Redfern branch, Mr. G. Armstrong, wrote stating that the parcels staff were desirous of forming a branch of their own, and that they Redfern branch did not desire to place any difficulties in the way. It was resolved that permission be given to form a parcels branch upon receipt of a request in proper form. The matter of a notice board for the parcels office was left in the hands of the general secretary.

Men killed at Eveleigh. A motion was carried expressing sympathy with the relatives of the men recently killed at Eveleigh.

Strikes and Darling Harbour. The general secretary reported that Darling Harbour members were somewhat offended with the tenor of certain remarks which he, the general secretary, had made in the press with reference to strikes. It was explained that two sections of the Amalgamated members, the Iron Workers' Assistants and the Darling Harbour men, were restive owing to outside influences. In view of the strong cross-examination of the general secretary and president, by the opposing secretaries before the Industrial Court, on rule 43 of the Association, relating to strikes, and the strong conviction that if the men refused to do anything tantamount to a strike the result would be fatal to the application, the gen-

eral secretary had issued a statement to the press exactly defining the position of the association on the matter. This statement was designed for a specific purpose, and was not for the purpose of giving offence to any body. Under the circumstances no reasonable man could take offence at it. The action of the general secretary was endorsed.

A general discussion ensued on the matter of our registration application, and several suggestions were made for the conduct of the argument.

Accounts, as per schedule, were passed for payment.

BRANCH NOTICES.

NEWCASTLE PER. WAY.

The usual meeting of the Per. Way branch, Newcastle, will be held in the Trades Hall, on Saturday next, March 14 at 7.30 p.m., when we hope to see a large attendance of members present. Now that we have our registration back again there is no further excuse to keep away on that account. Now is your chance to come into the Amalgamated and bring others with you, and, before very long, we will be back in our old position amongst the strongest unions in Australia. Now, members of the Per. Way branch, show your appreciation of what has been done for you by the general secretary and others by rolling up on Saturday night next.

BYRCK.

The general meeting of the above branch was held in the general waiting room on the 7th inst., with a very good attendance, and to make the occasion more gratifying to have the welcome news of re-registration, which was received with applause. After the minutes of the previous meeting were read and confirmed, correspondence was read and received. Proposed by Mr. Moxon, seconded by Mr. W. Lilly, that secretary compliment our General Secretary (through the "Co-operator") on the very able manner in which he worked and successfully gained registration for our All Grades' Union, and we might add at a 16 to 1 chance. Now is the time we want all our members to wake up and send along their arrears. It only costs you 3d. per week, and surely you can spare that amount. Moreover, you get £1 worth of paper, so don't be in the dark—join in with us, and all be united. The delegates' report was received, and a vote of thanks accorded. Also proposed by Mr. Hocking, seconded by Mr. Moxon, seconded by Mr. Lilly, that a levy of 2/- be struck on all members of the above branch to defray expenses of delegate to A.G. Conference, and that secretary send list to all gangs to that effect. Proposed by Mr. Moxon, seconded by Mr. Cox, that secretary be instructed to write to all members in arrears, asking them to pay up same, as the branch thinks the time has arrived for them to do so, seeing that we now have gained registration; failing to comply with this request, their names to be published in "Co-operator." We are very sorry to report that one of our members and a staunch Amalgamated man, in the person of Mr. Charlie Kelly, is at present an inmate of Brewarrina Hospital, suffering from blood poison, and we all join in wishing him a speedy recovery.

RAILWAY SIGNALS.

All members of the Railway Signal branch are requested to attend the next meeting, on Thursday, March 19, at head office, Orchard's Buildings. Try and all attend, it is for your benefit that we should have good meetings. So roll up.

BRANCH MEETINGS.

HORNSBY.

The following motion was unanimously carried at a meeting of the Hornsby branch, held on March 5:—

"That this branch expresses its appreciation of the good work performed by delegates at the recent conference, in completing the agenda paper in two days, thereby saving unnecessary expense to the association."

MUDGE.

The monthly meeting of the Mudge branch was held in the Mechanics' Institute, on Thursday, March 5. There was a good attendance of members. Mr. J. E. Moran was in the chair. Minutes of the previous meeting were read and confirmed.

A hearty vote of thanks was accorded to Mr. T. Musgrove, who attended the conference as the Mudge delegate.

Mr. Musgrove gave a very satisfactory account of conference, but the branch were very sorry to see that his motion, No. 91, was omitted in the "Co-operator," and would like to see it in the next issue.

Gratification was expressed at the granting of the re-registration, and this branch intends to boom the association along.

QUEANBEYAN.

The above branch held its general monthly meeting on February 6. The president, Mr. Twyford, took the chair. Minutes of previous meeting were read and confirmed, and correspondence was read and received.

The delegate to the recent conference gave a satisfactory account of the meeting and the business done.

Mr. Twyford proposed a vote of thanks to the delegate, which was carried by acclamation.

It was proposed by Mr. Brockley and seconded by Mrs. Neate, that the delegate receive £2/5 expenses for attending conference. Carried.

BATHURST.

The usual monthly meeting of the above branch was held in the Masonic Hall, on the 4th inst., Mr. F. A. Hudson in the chair.

The minutes of the previous meeting were read and confirmed, and correspondence being read, was received and dealt with.

Mr. Maloney proposed that head office be written to and thanked for the result obtained with the Commissioners.

HORNSBY.

The usual monthly meeting of this branch was held in the Railway Hotel, on Thursday, March 5, at 8 p.m. There was a fair muster of members. The president, Mr. J. Leatham, occupied the chair.

The minutes of the previous meeting were read and confirmed; correspondence read and received.

At this stage of the meeting, one of our new members arrived with the joyful news of our re-registration, there being a general hurrah at the news. The branch sends hearty congratulations to our general secretary for the able way he placed and fought our case before the Industrial Court, and also congratulates all those who so ably assisted in fighting the battle for the All Grades cause. Mr. E. Ahern, our delegate to the A.G.M.,

was called on for his report and went to a lot of trouble in explaining the various matters to members. There were more congratulations when the news of the election of two of our members to the council, which shows our delegate kept his end up and was alive to the interests of the branch. Mr. Ahern was thanked for his report in all matters at the conference, and port and the interest he had taken we hope that both he and Mr. H. Davis will be a tower of strength on the council, as both are keen All Grades supporters. Delegates' expenses were passed for payment. The Fetter Nolan Fund came up for discussion and it was decided to close the fund on the end of the present month, and branch secretaries who are in possession of lists are asked to return them, as it will be necessary to place all lists, whether containing cash or not, before the auditors, and quite a number of lists have not yet been returned. Meeting closed at 10.30 p.m.

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