

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

A GREAT AMALGAMATION OF ALL SECTIONS OF RAILWAY AND TRAMWAY MEN.
(The Largest Railway and Tramway Organisation in the Southern Hemisphere.)

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

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

EXECUTIVE.

A meeting of the Executive of the Amalgamated Association was held at the head office on Friday night last. There were present: Messrs. E. D. Campbell (President), A. O. Evers (treasurer), J. L. Long, M. O. O'Donnell, F. Pinkstone, V. G. Kavanagh (vice-president), J. Kearney and the general secretary, Mr. Claude Thompson.

An apology was received from Mr. Dan Clyn who was unable to attend owing to an attack of influenza. An apology was also received from Mr. Paull, who was on night shift. The apologies were accepted, but Mr. Paull's absence called forth some adverse comment. Mr. Paull mentioned that he was making arrangements to be present at the all-day sitting.

Medals for 1917.—It was decided to order annual medals for 1917.

Industrial Section, P.L.L.—The general secretary reported having received a copy of the constitution of the industrial section of the P.L.L., which he read. It was explained that under this constitution the Amalgamated would be entitled to nine delegates and that the sustentation fee was 5/- per thousand members. This it was decided to pay and Messrs. Thompson, Kearney, Kavanagh, Pinkstone, O'Donnell, Bennett, Corish, Evers and Campbell were appointed delegates. The three members first mentioned were delegates to the P.L.L. Conference and the second three were alternate delegates.

Mr. Kavanagh explained the work and constitution of the industrial section of the P.L.L. and strongly advised the association to identify itself with the movement and take an active part in its deliberations.

Interstate Congress.—The general secretary read a letter from Mr. W. L. Ledge suggesting that the proposed interstate conference, which was set down for November next, in Brisbane, be postponed, and that the date be left to the discretion of the Federal Executive.

Mr. Kavanagh, who was a delegate to the last conference, stated that the proposed adjournment of the next conference was advised owing to the fact that the referenda proposals had not been carried into effect. He did not altogether agree to the proposal for an indefinite postponement. If they could form a solid interstate federation they might be in a position to carry on without reference to the Industrial Court. It was decided to fall into line with the Victorian branch and agree to allow the conference to be called together by the Federal Executive when it deems such a step to be advisable.

One Big Union.—The general secretary explained the nature of the movement that is being set afoot for the formation of one big union on a Federal basis. There would be about eighteen groups, he said, each with its own executive, and a central governing body, the grand executive. The matter was, however, in a nebulous state as yet. It was provided that at present there should be two delegates from each union.

It was mentioned that the Amalgamated Association could not be committed to any scheme of the kind until it was ratified by the

members by means of a referendum, in accordance with a recent resolution of the Amalgamated Council.

The general secretary was asked to keep in touch with the movement in the interests of the association. Reinstatement of Buckley.—The general secretary stated that in accordance with the resolution passed at the last Executive meeting Mr. Buckley had supplied a written statement of his case and had attached a number of papers, including copies of letters from the Chief Commissioner. The final reply of the Chief Commissioner was dated July 3rd, and stated that he could not see his way clear to give any direction in Buckley's favor. Mr. Buckley in his statement referred to the article that appeared in the "Co-operator" of the week before last in terms of condemnation and complained that his reply, which appeared in last week's issue, was mutilated and altered and that important parts were omitted.

No unnecessary alterations were made to Mr. Buckley's manuscript. The article was sub-edited and some necessary technical corrections were made. The utmost care was taken that Mr. Buckley's meaning should not be altered in any way. A few personal references to the editor of the paper were left out as being irrelevant to the issue. The "Co-operator" has nothing to gain by acting unfairly, but everything to lose. Its aim is to give everyone a "fair deal," but the editor, being responsible for what appears in the paper, must exercise his right of supervision. Also, he should be credited with the desire to act in good faith and not be made the target for unfair insinuations.—Ed.)

The chairman said that he did not think they could deal with the matter at that meeting and suggested the appointment of a sub-committee to go into the matter and report thereon. Mr. Evers referred to the leading article in the "Co-operator" as "a disgrace" and suggested that it should be included with the other papers for consideration by the sub-committee.

This was agreed to and Messrs. Kavanagh, Long and the general secretary were appointed to act as a sub-committee to inquire and report upon the matter.

The chairman and Mr. O'Donnell said they had not read the "Co-operator" article referred to. Accounts.—The following accounts were passed for payment:—Rent £12, lighting 9/10, printing (cards) £17/17, telephone rent £21/10/4, organising (Kavanagh 5/3, Buckley 19/8, Pinkstone 5/3) £11/10/1, Car and Wagon branch 1/8, Sydney branch 8/8, Tidy (lost time) 10/2, MacKay (lost time) 5/10, Williams (lost time) 4/2, P.L.L. Industrial Committee, sustentation fee, £25/0/0, gold medal (Tamworth branch) £17/3/3, stamps £6, petty cash £2/8, salaries to 28/7/16 £41/15/0.

During the discussion upon the accounts Mr. Evers said that it seemed to have been the rule to send printing orders to the "Co-operator" and pay the bill. He thought they should know what they were going to pay for a thing before ordering it. Mr. Kearney agreed, but added that if this were done it would not follow that the order would go elsewhere. Organiser Buckley's progress report was received. Regarding the organiser's request to be allowed to have circulars printed, the chairman said that he was opposed to giving the organiser carte blanche to get

TRAMWAY ORGANISING.

The Amalgamated Association intends, at an early date, to make special provision for a thorough organisation of the tramway service. Volunteers are being called for to do general organising work, and any member of the "All Grades" that has the time to spare and is willing to assist in the effort is invited to send in his name, and the dates when his services will be available, to Head Office, in order that his services may be availed of in the good work.

EXCHANGE.

Fettler, Breadalbane, wishes to exchange with any fettler in the metropolitan division.

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SALOON.

PANJEE STREET, NYNGAN.

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out circulars unless they knew what such circulars were to contain.

Deputation to the Premier.—On the motion of Mr. Evers, seconded by Mr. Kearney, it was resolved to ask the Premier, or acting Premier, to receive a deputation from the Executive with reference to the treatment of organiser Buckley by the department. He thought that Buckley had now a better case than he ever had as a few days ago he was removed from the assembly platform on the Central Station, on which occasion he had a ticket for Sydneyham. If this were done they would have the result of the deputation before the next Executive meeting and would be able to consider it.

Mr. Kavanagh expressed his agreement with the resolution.

Eight-Hour Day.—Mr. Kavanagh reported upon the work of the Eight-Hour committee in the terms set out in the report that appeared in last week's "Co-operator." He stated that it was decided to give similar prizes to those given last year for the best display, namely, £5 for the first prize and £2 for the second.

Objections to Endorsements.—The general secretary reported upon the objections lodged with the P.L.L. Executors against Messrs. Hoyle and Cann's selection for their respective seats. Objections had been lodged against Hoyle on various grounds, including his support of a sectional Appeals Board against the will of the majority of the service and his neglect to carry out the findings of the Royal Commission on affairs at Darling Harbour. The Executive of the P.L.L. would deal with the matter in due course. In the event of Cann being selected objections would be lodged against him.

The chairman said that with reference to the sectional Appeals Board he had seen a number of members of Parliament, of both Houses, and had explained to them the attitude of the association. He suggested that the general secretary should send a circular to each member of the Legislature explaining that the majority of the service men are against sectional representation.

Mr. O'Donnell suggested that a special circular should be forwarded to the secretary of the caucus.

It was decided to act upon these suggestions and also to ask the Railway Workers and General Laborers' Association to co-operate in the effort.

The Wages Board.—The general secretary reported upon the progress being made by the various wages boards. In regard to Tramway Traffic Board (No. 3), he said that the claims of starters had been filed and all the evidence that was required was called. He did not know when the Tramway Electrical Board (No. 2) would sit. With reference to the Railway Boards the general secretary said that Nos. 1 and 6 were in camera. It was well known that they were awaiting the decision of the inquiry, by the Court, on the question of the cost of living. As regards No. 2 Board (coachmakers, etc.), the Coachmakers' Society had applied for a variation of the recent award after putting their own man on the Board. He, the general secretary, had opposed the application, his contention being that only the board that made the award would unmake it.

No. 4 Board.—Mr. Kavanagh reported upon his section of this board. He said that the part of the award relating to pumpers and general packers was left over from last year. The question was whether they should try and make some arrangements with the Federated Engine Drivers or endeavour to fight the matter out before the board. The union referred to had a few more men than the amalgamated, and Mr. Turner had acted very fairly to them. In these circumstances he thought it would be advisable for the general secretary to seek an informal conference with Mr. Turner and endeavor to come to some arrangements. This suggestion was adopted.

Widows' Benevolent Fund.—The Sydney branch wrote suggesting the formation of a fund for the widows of deceased members.

On the motion of the chairman it was decided to ask the branch to supply the details of a scheme so that the Executive would have something tangible to discuss.

Other matters discussed are dealt with elsewhere in this issue.

BRANCH MEETINGS.

KIAMA

The monthly meeting of the Kiama branch was held on Saturday, July 8th. There was a good attendance.

Five new members were proposed and accepted. Mr. Melvaine moved and Mr. Woods seconded the motion that this branch desires to thank ex-sub-inspector Cook for the conscientious way in which he gave his evidence in Court on behalf of the gangsters and fettlers, in connection with the East Greta award. This was carried.

GOLBURN.

The quarterly meeting of the branch was held on Saturday, July 8th, the branch chairman, Mr. Rogers, presiding. There was a large attendance of members.

Seven new members were proposed and accepted, two by clearance.

three members resigned, two having left the service.

Subscriptions lists were received from Bathurst and Penrith asking for assistance for the wives and families of deceased members; it was resolved that 10s to each be voted from the funds. Collections cannot be arranged as there are a large number of local calls to subscribe to.

A letter was received from the Wyong branch with reference to gangsters and fettlers, and it was resolved that the matter be allowed to stand over until next meeting.

The social and quarterly balance sheets were read and adopted.

It was resolved that Mr. G. Strangman be appointed collector for the loco, and that Mr. Guttererson be appointed at the per. way and to assist Mr. Baker.

A committee was appointed to draw up suggestions to be sent on to the Executive with a view to representations being made to the Commissioner for Railways re building workmen's dwellings at Goulburn.

It was resolved that the shop committee be asked to wait on the S.S. Inspector Re the washout pipes in the shed.

A member called attention to a resolution passed by one of the city branches, re the appointment of Commissioners for Railways, and the members present generally expressed disapproval of the motion of that branch.

No. 1 SYDNEY.

The monthly meeting of this branch was held at Head Office on Thursday, July 6th, Mr. H. Lockard, branch chairman, presided.

Mr. Cook's case: This has been receiving the attention of the branch and the general secretary for some considerable time, and at last we have been successful. Not only has Mr. E. Cook gained a substantial increase, but, according to the circular received from the Commissioner, all leading laborers are to be paid 10s 3d per day. This is a great achievement as a lot of men will benefit.

Mr. Cook showed his appreciation by forwarding a very nicely worded letter to the branch, in which he thanked the officers and the general secretary. Witnesses wanted: A circular was received from Head Office stating that witnesses came forwarded from certain sections of men. We notice that no one is offering on behalf of the breakdown gang. It does seem a pity that the men do not take more interest in the meetings, as by that means they would know when their interests were at stake.

Eight-hour Demonstration: It was decided that the following shall represent the branch on the committee: Messrs. Simpson, Crassman, Biffen and Joyce.

Mr. Mill's Case: The reply from the Chief Commissioner on this case was considered unsatisfactory, and the matter was referred to the Executive for further action.

Eveleigh laborers: The reply from the Chief Mechanical Engineer re Shaw, Frater and Bromley, laborers at Eveleigh, was not entertained, and it was referred to the Executive with a recommendation that it be taken up with the Commissioner.

Greasers and pumpers: The Chief Commissioner replied that he had decided to pay these men 9s 10d per day and firemen on three or more boilers, also traverser crane drivers, 10s 10d per day.

Mr. W. H. McKeown made application to be made financial for the April—May—June quarter, he having been off duty through an accident. This was agreed to and recommended to the Executive.

Under the heading of general business some important matters were brought forward. Mr. W. Stathers, belt repairer, Eveleigh, produced the Award of the Portland Cement Workers. This award prescribed a rate for belt repairers of 11s 6d per day. The matter was referred to the Executive to take action under clause 26.

A request was received from five members at the large erecting shop asking the branch to take up the case of Mr. F. Pinkstone, who during the late strike did yeoman service for members of the Association, but by so doing, he, himself, was unable to work. Several members considered that Mr. Pinkstone should receive some recompense for the loss time, and a recommendation was made to the Executive to grant him the sum of £2 10s.

The matter of dirt money for the air-brake men at Clyde and Eveleigh was discussed, and it was decided to refer this question to the Executive for consideration; at the same time the claim of the assemblers for dirt money could be considered.

The general secretary (Mr. C. Thompson), who was present, was asked several questions. Mr. W. Elliott wanted some information about the smithing machines at Eveleigh. He advised Mr. Thompson to bring this matter to a finality without further delay. Mr. Biffen was hitting hard over his case; he also asked the general secretary to get a move on in this matter.

Mr. Crassman was on the job re Williams' case. Mr. Thompson took notes of the questions and promised to shake up the Commissioners, Mr. Elliott told Mr. Thompson that in his opinion the C.C. should be asked to pay the award rates in these cases, and if he refused, the Executive should immediately take proceedings. The following new members were

Staff Changes and Promotions

APPOINTMENTS.

Locomotive Branch, Railways.—Boiler-makers' Apprentice: K. Chew, Eveleigh. Fitters' Apprentice: N. Slaper, W. Callaghan, J. Ditchburn, W. King, Eveleigh. Blacksmiths' Apprentice: F. Read, Eveleigh. Copper-smiths' Apprentice: S. Moore, Eveleigh. Fitters' Apprentices: C. Elliot, W. Pickering, Eveleigh. Shop Boy: R. Hillier, Eveleigh. Messenger: C. Gazzard, Eveleigh. Boiler-makers' Apprentice: H. Hall, Eveleigh. Shop Boy: F. Brewer, Clyde. Car Builders' Apprentice: L. Burns, Clyde. Cleaner: J. Ryan, Waterfall. Call Boy: F. Towner, Clyde. Fitters' Apprentice: J. McGann, Eskbank.

Per. Way Branch, Railways.—Fettlers: A. Faerber, A. Swinfield, H. T. Farthing, Metropolitan Division; D. Thomas, J. Lawlis, C. Pickford, Southern Division; A. W. Millgate, J. Johnson, B. M. Wolfe, R. Wood, A. Burke, P. E. Hetherington, S. G. Miller, Western Division. Bridge Laborer: A. Hamilton, Metropolitan Division. Laborers: E. W. Jones, Metropolitan Division.

Traffic Branch, Railways.—Porters: Denis Corcoran, Darling Harbour; Alfred Hay, Albany; Joseph Davidson, Coolamon; William Skinner, Penrith; Reginald Fragar, Eskbank; Carl Dunkley, Bathurst; Walter Stiff, Blayney; John Carlson, Trundle; Mansfield Hicks, Orange; Michael Kelly, Dubbo, Junior Porters: Richard Codrington, Bethungra; Thomas Riley, Glenbrook; William Squire, Bell; Vincent Howard, Edward J. Howard, Wallerawang.

Electrical Branch, Railways.—Probationer: James J. Banwell, Parkes. Signalling Branch, Railways.—Assistant Sectionman: William F. Anderson, Goulburn.

PROMOTIONS.

Cleaners to Firemen: L. Smith, Penrith; R. Bucholtz, Eskbank; W. Gillespie, Goulburn. Firemen to Drivers: T. Henderson, Parkes; R. Stephenson, Nyngan.

Per. Way Branch, Railways.—Fettlers to Gangers: C. Giddy, Metropolitan Division; W. Crisp, Southern

Division. Porters to Signalmen: Arthur Williamson, Granville; Raymond Chapman, Alfred Piggott, Liverpool; Louis Carmichael, Hornsby; Harold Jessop, Sydney Relief Staff; Donald Cameron, Katoomba. Porters to Shunters: William Creed, Campbelltown; John Cooney, Waterfall; Edward Pollett, Wollongong; Albert Tweedie, Cootamundra; Thomas McIver, Narramine to Wellington.

Electrical Branch, Railways. Leading Electrical Mechanic to Leading Electrical Mechanic in charge of Automatic Telephones: John A. Webb, Eveleigh. Electrical Mechanic to Leading Electrical Mechanic: John D. Rock, Eveleigh. Probationer to Electrical Junior: Bertram H. Maitland, Eveleigh.

Painters' Apprentice: H. Hunt, Eveleigh. Fitter H. Newhams, Eveleigh. Fitters' Apprentice: P. Guerin, V. Day, Eveleigh. Fitter: G. Watson, Eveleigh. Fuelman: T. Meek, Eveleigh. Shop Boy: J. Frazer, Eveleigh. Fitter: G. Bailey, Harden.

Per. Way Branch, Railways.—Gangers: J. McCarthy, T. Cowling, Western Division. Fettlers: E. Vincent, P. Boyle, Metropolitan Division; J. O'Connor, J. F. Stubbard, Western Division.

Traffic Branch Railways.—Guards: Herbert Brown, Sydney; William Judd, Goulburn. Shunter: William Morris, Goulburn. Assistant Guard: John Andill, Clyde Yards. Porters: Norman Brown, Hawkesbury River. Junior Porters: John Brook, Clyde Yards; Frederick Brightman, Blacktown; Roy Dawson, Turramurra; Colin Hudson, Albert Wilson, Sydney C.C. Sheds: Thomas Brodie, Picton; John Cahill, Yass Town. Gatekeepers: Jane Sievers, Wollongong; Elizabeth Carmichael, Bourke. Caretaker: Caroline Rawson, Tarcoona.

Shunters: Lionel Bailey, Darling Harbour. Junior Porters: Ashly Copeland, Sydney.

Electrical Branch, Railways.—Probationer: Clement J. Hyndes, Goulburn.

J. Archer, C. Hayden, C. Harris, and H. White; Mr. London proposed Messrs. Gowanlock, Osborne, Williams, and Telly. These also were accepted.

A requisition signed by some eighteen assemblers of the Clyde repair siding was received, and, after some discussion, it was ascertained that some of those that signed the petition are not eligible to be transferred. However, it was moved by Mr. W. Graves that all members that were financial on June 30th should be transferred, if they so desire, to the C. and W. branch. This was seconded by Mr. Joyce and carried.

The following resignations were accepted: Messrs. J. Robertson, G. Andrews, J. Carroll, W. Gregory, A. Murrie, Jack Smith, R. Watson, A. Woods, T. Grimes, and Denny Graham. Several other resignations were received but not accepted because of non-compliance with the rules. Members that send in their resignations cannot escape these responsibilities. The general secretary has been instructed to take necessary steps to secure all arrears owing. It will help the branch greatly if the collectors will assist in informing Head Office of how members stand on the books when they hand in their resignation. For the information of the air-brake attendants, the following letter from the Chief Commissioner may be quoted: "With reference to the question of dirt money for air-brake attendants, I am to say that the award these men work under makes no provision for dirt money, therefore, it is regretted that no direction can be given in their favour."

The position is simply this, these men do not work with fitters, which of course, is detrimental to their cause. It is contended that, as far as the air-brake attendants at Clyde are concerned, they should certainly claim fitters' pay for the work they perform. It is only just to ask that the department to pay dirt money, because it will only cause discontent among these men if they do not get some recompense for performing a work that to all intents and purposes, is fitters' work. Bearing in mind all the above facts, we consider the Chief Commissioner's reply is not at all satisfactory.

TAREE.

Secretary A. D. Worrell, of Taree, writes: For several reasons this branch has not held a meeting lately. Some of our old per. way members that attended regularly are not taking the interest in the branch that they did, owing to the slow increase of the Association in getting their increase; others reside at a distance and are unable to attend owing to the cold, wet weather. This, however, is no excuse for local members. In spite of all such drawbacks, the branch is still going strong.

(The members referred to should know, if they read their "Co-operator" that the Association is not responsible for the delay.—Ed.)

STORES BRANCH.

The usual monthly meeting of this branch was held at head office

on Thursday, 13/7/16, Mr. Hagen in the chair. The business proceeded with the usual dispatch despite the noise in the other rooms.

We had a very busy night. The secretary had eighteen lengthy epistles to read and these were rapidly dealt with and instructions were given re the business contained therein.

The branch expressed its pleasure at the favorable replies received from the Comptroller of Stores.

The member appointed to attend the meeting and report upon the rules formulated by the stores committee did not turn up, with the result that the matter was deferred.

The next meeting will be held on 10/8/16.

"SCIENTIFIC MANAGEMENT" IN THE RAILWAY WORKSHOPS

THE "ALL GRADES" UP AGAINST IT.

STATEMENT BY THE GENERAL SECRETARY.

The following statement appeared in a recent issue of the "Sun."

That the principle of motion study is being pushed ahead in the railway and tramway service is the belief of employees whose departments, they say, are now under course of reorganisation.

The general secretary of the Amalgamated Railway and Tramway Service Association (Mr. Claude Thompson) stated last night that an expert from America had accepted a position with the department, and it was believed from this that shortly an attempt would be made to standardise the output of the workers in each section of the service. So far the expert, who stood for the doctrines preached under the Taylor system, had not shown his hand in any way, but it was known among the men that he had different departments under inspection, and it was expected that very little further delay would ensue before he commenced to get busy.

Prior to the appearance of the "American," Mr. Thompson continued, "the department, on its own initiative, introduced the bonus system into the workshop at Randwick. As the payment of the bonus money represents one phase of the speeding-up idea, the employees did not take kindly to it, as they held that, encouraged by a little extra pay, a few of the most proficient workers in the shops would be setting a time standard of work which the other employees who were not so smart would break themselves up in trying to keep level with. For this reason the bonus idea was not taken up with anything like the same enthusiasm by the men as the department expected."

"We now find," Mr. Thompson went on, "that certain machinists in the employ of the department have been supplied with cards to record their output of work. Of course, again, this represents a further development of the speeding-up system—a principle that the association has on more than one occasion expressed hostility to. But, as it had been pointed out at a recent meeting of the council of his association, the Chief Commissioner had declared that it was his intention to introduce the system into every section of the service. When the cards were handed round a number of the employees were doubtful as to what they should do in the matter. Some refused to fill in the cards on the spot, and others, when they sought advice, were informed by a member of the council that, as unionists, they should know what to do."

Mr. Thompson added that when the matter was discussed by the council of the organisation various speakers took the stand that members should need no instructions. They knew that the association was opposed to the speeding-up system. The last condemnation of it was expressed at the annual conference. A motion was submitted that members be instructed to refuse to take the cards, but the mover, at the close of the discussion, stated that in the circumstances there was no need for any direction by the council, and the motion was withdrawn.

HOSPITAL FUND PARS.

The last remittance to the treasurer will pass the £2000 mark and there is some big money out yet.

Last week I received from Mr. Chief Inspector Sillocks, of the Tram Per-way Department the sum of £37/0/7. Another good lift came from Mr. W. G. Bailey, who succeeded Mr. L. Vine at the loco, Penrith; his cheque added up, hospital £26/1/10; consumptive 35/-, total £27/16/10.

There are a host of station lists out yet. Last week I got a surprise packet from a little place called Millthorpe, viz., £4/0/7 hospital, 17/- consumptive and 3/- convalescent.

The fund has friends in every branch, and it is eating its way into the hearts of hospital managers and business men that get to know of its workings. It reflects the maximum of credit on railway men, therefore, there are strong reasons why it should have good friends to maintain its upward co-operative and helping dispositions.

AGAINST CONSCRIPTION

Mr. H. S. Charlesworth, secretary of the anti-Conscription League, writes:—"The enemies of labor, through the Universal Service League and their press, 'The S.M. Herald,' 'Daily Telegraph,' 'Sun' and 'News,' are endeavoring to force conscription on the workers under the guise of military necessity, in order to enslave the workers."

"We have the word of Senator Pearce, who should know better than anyone else in Australia, that under conscription no more men would have left this country as soldiers than have done under the voluntary system, and, further, that recruits are coming in quite fast enough to make up the wastage; consequently they must have some ulterior motive, and that is to obtain cheap labor and smash up the power of the unions."

"From France, where conscription is in force, we receive the news that soldiers are being worked in the factories at 1/0 3/4 per day, and that any man that shows the least sign of revolt is sent off to the trenches, and is replaced by a more tractable worker."

"The latest advices from England tell us that since conscription was introduced soldiers are being placed in the munition works at 6d. per hour and men likely to protest are sent on active service."

"Now, fellow workers, surely you do not want these conditions to prevail here. Then roll up in your thousands and protest against any infringement of the liberties of the people of this country to the meeting convened by the anti-Conscription League, which is to be held in the Domain on Sunday next, July 23rd."

Speakers from the P.L.L. Executive, Trades and Labor Council, Boiler-makers, United Laborers, Wharf Laborers, Australian Socialist Party, Society of Friends, etc., will deliver addresses.

"SAFETY FIRST"

The July number of "Safety First" is in hand, containing many new hints and snappy paragraphs on the subject of avoiding accidents. It is stated that an analysis of the injuries sustained by employees in the Railways and Tramways for the month of May, 1916, shows that 75 per cent. were due to want of care on the part of the injured, 3 per cent. to the fault of fellow employees, and 22 per cent. to other causes.

On Thursday last an assistant yardmaster at the Central Station, named George Davey, was knocked down by an engine. He sustained a fractured skull and died the following morning.

As Sandy Magilly was bolting his bills he said to his mate with a moan, "I'm stiff, I'm cold, I'm feeling quite old. And I'm aching right thro' to the bone." Said his mate, with a smile, "Wait here awhile. In my swag I have something that's sure. To put you right for the rest of the night." It's called Woods' Great Peppermint Cure."

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EDITORIAL MATTER.

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

ARTICLES AND CONTRIBUTIONS.

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

LEGAL RESPONSIBILITY.

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

AGENTS WANTED.

We want agents at all depots, workshops and country centres, who will be paid for their services.
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THURSDAY, JULY 20, 1916.

RAILWAY MANAGEMENT

IS THE STAFF SLOWING DOWN?

On Monday last the Acting Chief Commissioner (Mr. Fraser), and Commissioner Milne, visited Parkes and were there asked to build an overhead bridge near the railway station. In response to this request Mr. Fraser is reported in the daily press to have said that they (meaning the Commissioners) had no money to expend. The railways, he went on to say, were not paying, and he did not think they ever would pay again. The Wages Board Awards meant increases in wages of hundreds of thousands of pounds, and scarcely a week passed without further awards being made. He did not see how the increased cost of management was to be met, except by increasing the freights. This pessimistic view of things, coming from the Chief of the largest business undertaking of the State, will form an excellent weapon for the opponents of Labor to use against the members of railway and tramway unions, who, in common with other workers, find that the decreased purchasing power of the sovereign is sadly diminishing the effective value of their wages. The suggested remedy—an increase in freights—will arouse the opposition of the primary producers and also of the commercial section of the community, and their wholesome hatred of Labor and all its ways will be intensified. Apparently the opinion prevails in some quarters that if the railways do not pay the only possible way to make them do so is by reducing wages. It is, however, quite obvious that such a course is impossible in present circumstances, first because wages are fixed by a properly constituted Court of Arbitration and, second, because the wage received by a very large number of service men has so depreciated in value that they find the utmost difficulty in meeting the ordinary expenses of living. It is clear that the solution of the problem does not lie in this direction unless one presupposes the abolition of the arbitration system, and the failure of organized labor to maintain what it has won. It is patent that some other method must be thought of if the sole object of railway management in this State be to make the business pay. If the railways were under the management of a board of directors whose shareholders were waiting for their half-yearly dividends such directors would be up against the same problem that is perplexing the present Commissioners, and they would be faced by the same industrial conditions. If such directors had control of a monopoly they would not hesitate to raise freights, despite the howls of primary producers and others whose interests would be affected thereby. The present Commissioners being public servants must hesitate before deciding to put up their freight charges because such a step would arouse the protests of a powerful section of the community, and, perhaps, cause violent political convulsions. What the public should know in circumstances like the present is whether the railways are being efficiently managed or not. The "Co-operator" is not in a position to express an opinion upon this question and no one else appears to be able to do so. It would be interesting to be able to make comparisons with railways in other parts of the world—Canada for instance—in regard to every detail of management in order to ascertain whether the Commissioners are making the best use of the material they have at their disposal. One hears tales of outrageous waste and unnecessary expenditure on material, but the public cannot be in a position to judge as to the correctness or otherwise, of such

statements. The only sane method of discovering whether the present system of management is as efficient and economical as it could be made to be would be a special inquiry by independent railroad experts, from outside the Commonwealth, and this would involve considerable expense. It might, however, be worth while. The acting Chief Commissioner seems to be disposed to throw a good proportion of the blame for the present state of things upon his employees, and the figures he quotes appear to justify his contention. For instance we are told that working expenses to gross earnings increased from 20 per cent. in 1907 to 28 per cent. in 1915, an increase of 40 per cent.; that during the same period the gross receipts did not increase at all, despite the increase of rates; that while working expenses increased about 30 per cent. per train mile the net receipts decreased by about 40 per cent. per train mile. It is also shown that in the loco. branch there was a falling off of 25 per cent. in the train miles per man from 1908 to 1915. A comparison is made between a period in 1906 and a similar period in 1916 in various sections of the loco. staff. The figures in this case show an increase of 58 per cent. in train miles, but the number of men employed increased to a much larger extent than the train mile increase. For instance we read: Drivers and firemen 12 per cent. excess over train mile increase, blacksmiths 11 per cent. excess over train mile increase; boilermakers 30 per cent. excess over train mile increase; pattern makers and carpenters 50 per cent. excess over train mile increase, and so on. A further comparison of work done is shown thus: Engines repaired at Eveleigh in 1906, 424; in 1915, 584; an increase of 37 per cent., but in the same period the staff increased 153 per cent. These figures, and others, are quoted by the Acting Chief Commissioner to prove that it is necessary to introduce a check on the work done by each individual in order to determine where the most serious leakages are taking place. Figures, as has often been said, may be compiled in such a way that they can be made to prove anything. These figures were compiled from departmental records and cannot be questioned by those outside, and as they stand the only inference that can be drawn from them is that the men are not doing the same amount of work that they were doing a few years ago, although their wages have increased. In this manner it is made to appear that a large measure of the responsibility for the fact that the railways do not pay rests upon the staff—and the wages staff at that. The "Co-operator" cannot take these figures as conclusive evidence, believing that there are other factors that account for the seeming discrepancies that have been mentioned. Before jumping to the conclusion, that the worker is not giving value for the pay that he receives much more evidence is required. These figures involve a charge of moral turpitude and inefficiency against the railway staff; and the "Co-operator" would like to know in circumstances like the present is whether the railways are being efficiently managed or not. The "Co-operator" is not in a position to express an opinion upon this question and no one else appears to be able to do so. It would be interesting to be able to make comparisons with railways in other parts of the world—Canada for instance—in regard to every detail of management in order to ascertain whether the Commissioners are making the best use of the material they have at their disposal. One hears tales of outrageous waste and unnecessary expenditure on material, but the public cannot be in a position to judge as to the correctness or otherwise, of such

In New Zealand the widows of members of the railway service that are killed on active service will participate in the benefits of the superannuation fund and are also entitled to the pension under the Defence Act.

The Victorian Minister for Railways favors one-class suburban trains. This system, he says, would induce economy.

THE BOARDS

No. 11 (COACHMAKERS, ETC.) BOARD.

APPEAL CASE.

The appeal case brought by the Australian Society of Engineers, came on for hearing before Mr. Justice Edmunds on Thursday last. Mr. O. Bryant appeared for the appellants, Mr. F. W. Bretnall for the Solicitor for Railways and Mr. Claude Thompson (general secretary) for the Amalgamated Association.

The appellants asked for 11s per day for car and wagon fitters, and for the introduction of a clause providing for the apprenticeship system. Mr. Bryant argued that at present the Chief Commissioner did not take car and wagon fitters from outside, but appointed them from the assemblers. He submitted that this system was unjust to outside car and wagon fitters, who, in the event of work getting slack outside would not be able to obtain work at the trade with the Chief Commissioner. He said that Ritchie Bros. and other firms accepted apprentices to the car and wagon fitting and he thought that this ought also to be done by the Chief Commissioner. There were, as a matter of fact, four apprentices to the car and wagon fitting in the service.

Mr. Thompson: That is not so. I have here a letter from the Chief Mechanical Engineer to the effect that there are no apprentices to the car and wagon fitting in the service. Mr. Bryant gave the names of the four youths whom he was referring to.

Mr. Bretnall said that these youths were apprentices to the brass finishing and came under another Board. Mr. Bryant then went on with his argument, saying that it was a skilled trade, and the apprenticeship system should be introduced to protect the public. Mr. Thompson, in the course of his argument, proceeded to show that in all other States of the Commonwealth the men called car and wagon fitters were appointed from the ranks of the laborers. Mr. Bryant objected saying that there was no sworn evidence of this. His Honor then said it was incumbent upon the applicant to show that the introduction of the apprenticeship system was in the public interest. Mr. Thompson said that all that had been proven was that Ritchie Bros. took apprentices. He asked whether the whole service was to be governed by the practice of a private contractor whose business depended upon the Chief Commissioner's orders for rolling stock. He quoted from Professor Webb's "Industrial Democracy" to show that the apprenticeship system is not necessary. In this State, he said, it would be unfair to place a fence around 80 men, who had worked up to their present position from a lower grade. There were very few opportunities for promotion now open to laborers and car and wagon fitting was one of them. Surely the Chief Commissioner, who paid the wages was the best judge of a man's capacity.

His Honor: In this matter I shall certainly be guided by what the Chief Commissioner has to say. Mr. Bretnall argued that the Chief Commissioner should be allowed, as before, to promote men to the position of car and wagon fitters as vacancies occurred.

His Honor reserved judgment.

Judgment was delivered yesterday when His Honor dismissed the appeal in its entirety. Particulars of the judgment will be available for next issue. Meanwhile we may congratulate the general secretary upon winning the case for the Amalgamated.

No. 5 (CARPENTERS, ETC.) BOARD.

A meeting of the No. 5 Board was to have been held on the 18th inst., when the claims of carpenters and plumbers mates were to be gone into. The result of the sitting will be available for next issue.

TELEGRAPH MESSENGERS WANTED.

BOYS of from 14 to 15 years of age are invited to apply on or before the 29th July, 1916, for appointment as TELEGRAPH MESSENGER at Post Offices in Sydney and suburbs. The commencing salary for Telegraph Messengers is FIFTEEN SHILLINGS per week, rising to ONE POUND per week after one year's service.

There are ASSURED PROSPECTS for capable lads, as every opportunity is given them to advance to higher positions.

Full particulars regarding the examination, which is to be held on the afternoon of SATURDAY, 5th AUGUST, 1916, may be obtained from the office of the Commonwealth Public Service Inspector, the Banking House, 228 Pitt Street, Sydney.

W. B. EDWARDS, Acting Commissioner.
H. McTAGGART, Acting Secretary.

RAILWAY EXAMS. QUESTIONS AND ANSWERS

RED BOOK 2/-

N.S.W. BOOKSTALL CO., ANYWHERE.

No. 3 (TRAFFIC) BOARD.

The No. 3 (Traffic) Board is expected to make inspections to-day (Thursday). The itinerary will probably include the car-washing sheds, Sydney Yards, Macdonaldtown, inward parcels, Ashfield and some signal boxes, possibly also Challis House.

BOARDS IN CAMERA.

The Boards now in camera are No. 6 (railway sawmill employees), 4 (engine and motor drivers, etc.), and No. 1 (interlocking and per. way). The "Co-operator" understands that these awards are almost, if not quite, complete and that the delay is caused by the Boards having decided to wait for the new minimum wage pronouncement by the Industrial Court. As far as No. 1 Board is concerned the increases, whatever they may be, will be paid as from April 1st so that "All Grades" members coming under the provisions of that Board have nothing to lose by the delay. In point of fact they have something to gain, since it is certain that the minimum will be increased and this will be the basis upon which the award will be made. The general secretary's remark on the subject, contained in the report of the council meeting, will be found in another column.

No. 3 (TRAFFIC) BOARD. EVIDENCE WANTED.

Notwithstanding frequent requests, witnesses for this Board are not coming forward in the numbers that the general secretary requires. Gatekeepers are specially urged to send in their names, the name of the gate which they are attending, the volume of traffic passing through and other particulars.

ORGANISER BUCKLEY REPORTS PROGRESS

TOWARDS BIG UNIONISM.

At Waverley depot I addressed several good gatherings of tramway men. The depot master ordered me away from the depot. Good progress is being made here by the depot men. Dave Tidy, at Rushcutters Bay, a few more new members were enrolled, having left the old Tramway Union. Mr. E. M. Davidson, of this depot, is deserving of great credit for his untiring efforts for the One Big Union. North Sydney depot is also making good progress where George Williams is at work in the interest of One Big Union. At Manly depot Mr. Jackson has a majority of members owing to his organising ability.

At Fort Macquarie a decided move is being made by several prominent members of the old union who were previously waiting for the alteration of the Mutual Aid rules, but they now consider that there is nothing further to wait for. Ultimo has the distinction of being commonly known as the "Amalgamated depot."

Rozelle also follows the move-on policy and the branch secretary, Wallace, enrolled several new members last night. Newtown depot also made many new members during the last fortnight. Mr. Taunton keeps the One Big Union engine going at this depot, and is certainly making good progress. Tempe depot stands away out in the back country, but is also up in the firing line of One Big Unionism. Sid Shepherd says his next member may be Peter himself. Dowling-street depot made most conspicuous progress last night, no less than eighteen members being enrolled. Over two hundred at this depot are waiting for the Mutual Aid rules to be altered. "Darkie" Mooney says that nothing succeeds like success.

NEW SYSTEM OF PUNISHMENT IN THE SERVICE

NO MORE CASH FINES.

At the meeting of the Executive of the Amalgamated, held on Friday last, the president (Mr. E. D. Campbell) mentioned that the Deputy Chief Commissioner has introduced a new system of punishments, under which cash fines are abolished. In future a first offence is to be met by a caution, a second by a reprimand, a third by a severe reprimand and a fourth by dismissal. Mr. Campbell said it was early to say whether the new system would be good or bad from the standpoint of the men employed. He did not know to what extent appeals would be allowed under this system, but he suggested that the Executive should ask the Deputy Chief Commissioner to supply details of the scheme.

It was resolved to adopt the suggestion.

Interviewed on the subject, the general secretary stated that the innovation is a modification of the Brown system of punishment adapted to local conditions. If an employee is guilty of a dereliction of duty he is debited with a specified number of marks, and if he performs specially meritorious services he is credited with a specific number of marks. There is set a maximum and a minimum number of marks, and when the debit marks reach the maximum the employee is automatically dismissed. With reference to appeals, they will be allowed against a reduction of rank, pay or grade, and also against dismissal, but there will be no appeal against cautions or reprimands. It is understood that the new system comes into operation this month.

QUESTION BOX.

(Conducted by "Uncle Remus").

THE TRACK BLOCK WORKING AGAIN.

"Knocked out by Boyd" writes: "Please give me the simplest definition of what is really the 'over-rip,' and a few points about track block work generally when obstructed, or when under pilotman's authority?"

It is rather a big order, and I'm afraid that our interlocutor has not been reading the "Co-operator's" Question Box column, because, about three weeks ago there was a good example of the over-rip puzzle, and a clear demonstration. But so many are in this business we give it once more.—Let A, B and C, represent three automatic track block stations. A train has left B, and before C can clear back to B for a following train, the proceeding train must have passed outside the home or starting signal at C to a distance of 440 yards. That is the block value of the automatic. No train can leave B, until the preceding one has passed out 440 yards clear into the next section. It is practically the same rule as in ordinary block working, where you cannot clear back until the train has passed out half a mile beyond the home or starter, or advanced starting signal, but with the safe-guarding added that the signal at the rear governing the section cannot be pulled to the "all right" position until the 440 yards overlap is traversed.

When reading page 20 of Circular No. 276, and bear in mind you must have a digest of the whole of it, be careful of clause IV dealing with an obstruction in the overlap. It will easily be seen that when a train is on the overlap the signals are automatically placed to danger, and why it is necessary to advise and obtain permission from the signalman at the advance and rear for relief trains to pass them at danger in order to reach the disabled train on the overlap.

When reading Clause 25 bear in mind that the provision of Rules 247 and 248 are to be carried out (vide Weekly Notice No. 17). That clears all the mist away about working from the rear only as per page 20 sub-clauses 1, 2, and 3. To get a proper grip of these all-important rules, you must read from rules 243 to 265, pages 169, to 210, of the Rule Book.

Single line working under a pilotman in an automatic section is very little different from any other form of pilot working. The most important difference is clause 22 on page 18, circular 276, where it is laid down that section clear but station or junction blocked signals must be maintained between the stations at each end of the section of single line worked by pilotman, that is to say, no train can pass a home signal to enter on the single line section unless the pilotman is present and gives permission.

On page 21 and 22 of circular 276 will be found the instructions concerning the interval to be maintained between trains running under the pilotman, and in all other respects the work is governed by Rules 254 to 265.

The "Co-operator" is the only paper that makes a special feature of these technical instructions, matters, and it is pleasing to note that the matter has attracted attention.

THE WAIL OF THE ANCIENTS.

A disgruntled scribe writes:—A nice bit of journalistic satire appeared in the "Sun" last week under the heading of "Consideration of aged Station Masters. The arrow shot home and the words are smarting. The oldest and the most shrewd officers in the service are inquiring as "Wireless" predicted in last week's "Co-operator," where they really are and asking whether their Association has "gutz" enough to take up the cudgels and fight for the S.M.s. The aged S.M.s are not in want of any administrative charity, as indicated by our satirical scribbler. They simply ask to be let alone, and to act up to the regulations—not strained regulations, mind, but the text book regulations—and to enjoy that which they have earned by years of night work and over-time. It appears that they are to be robbed of their well-earned day rest, and that the youthful untrained are to be set up in their places. The whole service is holding its breath at recent appointments. Day after day nimble, com-poops, who have been notorious, are appointed Traffic Inspectors. Phew!

TO CONTRIBUTORS

G. H. Barron: Will use verses next week.

H. Vaughan: Your "Safety First" article is unavoidably held over until next week.

DON'T HOARD YOUR OLD JEWELLERY

Have it made into the latest and most up-to-date designs. Call on me and see me personally, and I'll design and sketch what you want, and quote you the lowest possible price in keeping with good work.

I do watch repairs also—and very nice, too.

Fred Middleton (Late Manager) Watchmaker & Jeweller Orchard Ltd. 757 GEORGE ST. (5 doors above the Lyric) "Fred Slices Prices."

Personal

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

Secretary Worrell, of Taree, writes: We are sorry to record the loss of some of our old and best members. Mr. Wessell is retiring from the service shortly, and Mr. T. Byrnes is removing to Burrows. Both of these members are collectors for the branch and both have done good work on their behalf.

Mr. Wessell, of the Taree branch, who is retiring from the department after eighteen years of service has (says the branch secretary) worked as hard as it is possible for any man to have done. He now finds it impossible to perform the work to his own satisfaction and to that of the department. Still he is expected to do it. To get over the difficulty he has decided to let some one else have a try. He is remaining at Gloucester and is going to try the land. We wish him the best of luck in his venture.

News has been received of the death at the front of Private A. P. Sykes, who before enlisting was employed in the railway department at Yass.

News has been received of the death at the front of Private C. Handley, of Mudgee. Private Handley, who was killed in action, was a railway employee prior to enlisting.

It is with regret that the "Co-operator" reports the death of Mr. Sutherland, one of the members of the Taree branch, who resided at Gloucester. Mr. Sutherland was killed while travelling home on a bicycle the week before last. The Taree branch records its sympathy with Mrs. Sutherland in her loss and in this all readers of the paper will join. Mrs. Sutherland is a gatekeeper and is also a member of the Association.

Fred Martyn, secretary of the southern district (Queensland) of the A.W.U., has enlisted.

Mr. M. A. O'Donnell, of the Amalgamated Executive, acted as hon. secretary to the Maritime pianoforte competition, held last week under the auspices of the St. George College Hospital Committee.

Mr. R. Yeend, secretary of the "All Grades" Picnic Committee, has enlisted for the front, and Mr. A. E. Boys has been appointed to fill the vacancy thus caused.

A few evenings ago, Private Roy Scott, of the machine gun section, was tendered a smoke social by the staff of the loco. water supply, at the Railway and Tramway Recreation Rooms, Newtown. About 100 men were present. Private Scott was presented with a pocket, wallet, and pipe. Opportunity was taken also to present Mr. Tom Mills, foreman's clerk, of the same department, with a similar gift.

SOCIAL AT GRANVILLE

A SUCCESSFUL FUNCTION.

The members of the Granville branch struck a new note at their social on Saturday night last. Instead of the customary Smoke-O they had a concert, followed by a dance. Abundant refreshments were provided and the function passed off most satisfactorily. The branch chairman, Mr. P. Hines, presided and during an interval occasion was taken by Mr. Campbell to move a vote of thanks to the artists that contributed to the evening's amusement; he expressed his pleasure it gave him to be present and complimented the members upon their new departure, concluding with some general reference to organisation within the service. Mr. Dan Clyne seconded the motion. Mr. J. T. Lang, M.L.A., supported the sentiments expressed by the visitors and added some comment on the subject of unionism and its benefits. The general secretary supported the resolution, which was carried by acclamation. Mr. S. King, hon. secretary and Mr. Snelling, supply unsuccessful at fifth class stations are appointed Traffic Inspectors. Phew!

A BUNCH OF "THRIFT-WEEK" BARGAINS IN SEASONABLE HOUSEWANTS AT MARK FOY'S, LIMITED TO-DAY

The Attractive Values of "Thrifty Week" have gone with a rush, but still there are Plenty of Grand Bargains left. Good as we have tried to make all our values always, we cannot help feeling as if this week were a little ahead of all others, particularly in the matter of Value for the Money. Of course, present conditions are largely responsible for this Fortunate Circumstance—Fortunate in that it enables one to Save Money at the very time when Money-saving is more of a virtue than usual.

SAVINGS IN HOUSEWANTS

FLANNELS

A SPLENDID LINE OF NATURAL WOOL ENGLISH FLANNEL, at 2/6 per yard.
AT 2/11 PER YARD, WE OFFER a Grand Line of WOOL FLANNEL, Natural and Grey, thoroughly shrunk.
BLIND WELSH FLANNEL—50 PIECES OF BLIND WOOL FLANNEL, at 2/6 per yard.

A MAGNIFICENT LINE is shown in the above colour, 30in. wide, at 2/11 per yard.
50 PIECES OF MID. GREY ENGLISH FLANNEL, to clear at 1/11 1/2 yard.
A LARGE ASSORTMENT OF CREAM SOFT FLANNELS, from 1/4, 1/6, 1/10 1/2, 2/8, 2/11, to 4/6 per yard.

TAPESTRY TABLE COVERS

We hold an Excellent Assortment of These Goods, including Scarce Colourings, such as Blues and Browns.

AN EXCELLENT RANGE OF COVERS is shown in Green, Marone, and Blue.
Size 72 x 72, 18/6 each.
Size 72 x 90, 23/6 each.
Size 72 x 108, 26/6 each.
Size 72 x 126, 28/11 each.
ANOTHER SPECIAL is shown in Green and Marone only.
Size 72 x 90, 28/6.
Size 72 x 108, 35/6.
HEAVY QUALITY VELOUR TABLECLOTHS, all-over design, in useful colourings.

72 x 72, 45/- each.
72 x 90, 57/6 each.
72 x 108, 60/6 each.
IN SILK, WARDED CHENILLE TABLE COVERS, we have a splendid wearing cloth in Red, Brown, and Green.
72 x 90, 51/6 each.
72 x 108, 57/6 each.

FOY'S VALUE IN WASHABLE COCKLE LINEN ART COVERS IS SUPREME.
72 x 90, 42/- each.
72 x 108, 47/6 each.

QUILTS.

WHITE HONEYCOMB QUILTS, SINGLE-BED SIZE, 6/3, 5/11, 8/3 each.
THREE-QUARTER-BED SIZE, 7/6, 9/9, 10/6 each.
DOUBLE-BED SIZE, 8/9, 12/3, 12/9, 14/11 each.
EXTRA LARGE DOUBLE-BED SIZE, 14/11, 19/3 each.

QUILTS.

HEMMED WHITE GRECIAN QUILTS, SINGLE-BED SIZE, 6/-, 7/6 each.
THREE-QUARTER-BED SIZE, 9/6 each.
DOUBLE-BED SIZE, 11/3 each.
300 PRINTED BEDSPREADS, Size 72 x 90, 4/6 each.
500 FULL DOUBLE-BED, Size 90 x 100, 8/11 each.

TOWELS.

These Goods at the present time are Good Buying. It Will Pay You to Replenish Your Stocks at These Prices.

1000 DOZEN WHITE TERRY TOWELS, very absorbent, Size 48 x 24. Price, 1/5 each.
FOY'S 1/6 WHITE TOWEL is unbeatable. Size 52 x 25. A splendid heavy quality.
TWO GOOD LINES OF CHRISTIE'S WHITE TOWELS are shown at 1/6 and 1/2 each.
A VERY CLOSELY-WOVEN WHITE TERRY TOWEL is shown at 2/3 each. Size 54 x 29 inches.

WE MAKE A SPECIALITY OF CHRISTIE'S WHITE TOWELS in FOUR NUMBERS, to which we draw special attention.
No. 1, 45 x 23, 1/31 each.
No. 2, 48 x 24, 2/11 each.
No. 3, 50 x 24, 2/4 each.
No. 4, 54 x 26, 2/5 each.
THREE SPECIALS IN HEM-STITCHED BORDERED WHITE TERRY TOWELS.
No. 1, 45 x 23, 1/5 each.
No. 2, 48 x 24, 1/11 each.
No. 3, 50 x 24, 3/- each.

SCARCE AS SOVEREIGNS.

WARM, COMFORTABLE, HEALTHY—MEN'S ALL-WOOL, ENGLISH-MADE FLANNEL UNDERWEAR.

MEN'S ALL-WOOL FLANNEL UNDERSHIRTS, Natural Colours. All sizes, 7/6, 8/6, 9/11 each.
MEN'S ALL-WOOL WELSH UNDERSHIRTS, 7/11 each.
MEN'S ALL-WOOL NAVY FIRE-MEN'S UNDERSHIRTS, 9/6 each.
MEN'S ALL-WOOL CREAM YORKSHIRE UNDERSHIRTS, 8/6 each.
MEN'S ALL-WOOL NATURAL DOUBLE-BREADED, button on shoulder, 8/6.

MEN'S ALL-WOOL CREAM FLANNEL, DOUBLE-BREADED, ED, button shoulder, 9/11.

MEN'S COTTON AND WOOL UNDERSHIRTS, Dark Grey, 6/11 each.

MEN'S ALL-WOOL FLANNEL UNDER-DRAWERS, Natural, all sizes, 7/6 pair.

MEN'S ALL-WOOL FLANNEL UNDER-DRAWERS, WELSH, 7/11 pair.

MEN'S SHIRTS.

MEN'S ALL-WOOL CRIMEAN SHIRTS, heavy winter weights, 14 to 18, collar and pocket, or bands. Price, 10/6 each.
MEN'S CRIMEAN SHIRTS, collar and pocket, or bands, 7/11 each.
MEN'S CASHMERE ALL-WOOL SHIRTS, with bands, 9/11 each.

MEN'S ALL-WOOL TAFFETA SHIRTS, neat designs, with double cuff, also Rifle Cuffs, 8/11 each.

MEN'S CEYLON FLANNEL SHIRTS, collar and pockets, or bands, 4/11 each.

MEN'S ALL-WOOL VIYELLA GOLF SHIRTS, neat stripes, 11/6 each.

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

FREE

A Sample of Newman's Famous Baking Powder and a dainty Recipe Booklet to all enclosing a penny stamp. :: ::

Newman Manufacturing Co. Ltd., WATERLOO, SYDNEY.

£50 WILL BE GIVEN IF THERE'S ANY PAIN DURING THE EXTRACTIONS.

FEE 1/-

Open Every Night till 9 p.m., at this Address for 26 years,

CHARLES I. HARRIS, DENTIST, ST. JAMES' CHAMBERS,

King Street, SYDNEY.

OUR GREAT WINTER "ALL OUT" SALE



S.14—Ladies' New Sail-
or Shape in Navy Vel-
vet, trimmed with fur,
rich, easy to tone
in royal, navy, black,
brown, black and white.
OUT PRICE, 10.11.

A BANQUET OF BARGAINS TO WHICH EVERY THRIFTY SHOPPER IS INVITED.

The crowds that came to the Store during the past few days gave ample proof of the out-of-the-ordinary chances to save this sale presents. One lady remarked: "I've visited your Sales for the past five years, but was never more surprised than when I noted the Bargains you are now offering. Thought the war would have stayed your hand on the price-slicing, but I find the Reductions bigger than ever."

That's the opinion of all who call—will be yours when you come. In many cases the prices are lower than the manufacturer now asks for the goods.

For those living in the country we've compiled a Big Bargain Book. Every page presents hundreds of Money-saving Opportunities. It's yours for the asking, but mail for it today.

Remember we guarantee every article to be as described and will Refund your Money if Goods sent do not please.



S.229—Ladies' Black Sat-
teen Blouse, high collar,
fastened in front.
OUT PRICE, 1.11.11.

SPECIALS FROM ALL ROUND THE STORE

Ladies' Four Piece Cloth Skirts, double belt back and front, falling in pleats to foot. Sizes 24 to 26 in. waist.
OUT PRICE, 7.11.

Ladies' Black Cheviot Serge Skirts, good quality, made with short skirt, cut full at foot. Size 24 to 26 in. waist.
OUT PRICE, 8.11.

Balance of our Children's Trimmed Millinery, in silk, trimmed with posies and ribbons.
OUT PRICE, 4.11.

Manchester Department.

36-inch Extra Heavy Cream or Pink Flannellette. Usual Price, 8.11.11.
OUT PRICE, 7.11.11.

30-inch Plain Grey Special Flannellette. Usual Price, 9.11.11.
OUT PRICE, 7.11.11.

Dark Flannellette Rug, bordered. Size 50 x 70.
OUT PRICE, 2.9.11.

Double-bed Size Java Down Quilt, Floral Sateen coverings (Grilled), plain sateen lined.
OUT PRICE, 17.11.11.

Dress Department.

38-40-inch Light Weight Dress Tweed, dark blue, brown with neat narrow line stripes.
OUT PRICE, 1.6.11.

40-inch Navy Costume Cloth, superior finish, unspotable.
OUT PRICE, 3.3.11.

21-22-inch Children's Finish Velveteen, in grey and moss only. Usual Price, 1.6.11.
OUT PRICE, 1.11.11.



S.126—Ladies' Flannel-
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COUNCIL MEETING.

A meeting of the Council of the Amalgamated was held on Monday night last, at Head Office, Vice-president Kavanagh presiding. Apologies for absence were received and accepted from Messrs. Broad, Bray, Campbell, Sigle, Evers, and Kearney. Those present were Messrs. Kavanagh, Long, Pinckstone, Davis, Smith, Munro, Quartley, Brown, Teen, Ayers, Kempster and Boys. One or two other members of the Council came in late.

COPPERSMITHS' SHOP BOYS.

Mr. Pinkstone submitted statements from several of the boys in the copper-smiths' shops detailing the work they had been doing up to recently. Mr. Pinkstone explained that this work had now been stopped, and the boys no longer handled heavy pipes.

Mr. Long: I understand then that the boys do not do heavy laborer's work now?

Mr. Pinkstone: No, they do not.

Mr. Long: The plan has been knocked on the head?

The General Secretary: Absolutely.

The report was received as satisfactory.

T. PHILLIPS' CASE.

The General Secretary explained that Mr. Phillips recently retired from the service, and wished the Association to take up his claim for one month's pay. Some seven years ago Mr. Phillips had written to the Chief Commissioner and applied for one month's leave of absence, which was refused. He had now been about twenty-eight years in the service, and wanted one month's leave on full pay. On the occasion of his application, he received a reply to the effect that leave was only granted to men who were expected to return to work in better health. The General Secretary said that Phillips was over 60 years of age, and had retired.

Messrs. Toole and Long stated that they knew of similar cases in which the men had applied for the month's leave on full pay and been refused.

Mr. Quartley said that Phillips applied for the month's leave seven years ago; he was not sixty then. It was a rule that one could apply for one month's leave after twenty years' service.

Mr. Long: We have no standing in the matter; it is purely a matter of grace on the part of the Commissioner.

The General Secretary was instructed to write to Mr. Phillips and explain the matter to him.

THE BOARDS.

The General Secretary reported briefly on the progress of the Wages Boards.

Mr. Quartley asked the secretary

whether he notified the shop officials when the inspections were to be made by the Board, and the secretary replied that whenever possible he did so. Sometimes a Board would adjourn in the afternoon and an inspection would be suggested, and in such circumstances he was unable to notify the shop officials.

Mr. Davis asked the General Secretary what was the position as regarded No. 10 Board (iron workers' assistants). The General Secretary said the award would not expire until April 8th, 1917; it would run its course until then. He expected that they would have some difficulty with the iron workers' assistants as regards securing the conduct of the case, but he thought that they would be successful.

CASUAL MEN.

Mr. Toole moved that the Executive be recommended to approach the Government and ask for a clause to be inserted in the new Railway Bill providing for casual employees to be placed upon the permanent staff after six months. He pointed out that many casuals in the service had been there over twenty years. If a man was employed for six months it was evidence that he was giving satisfaction. Mr. Pinkstone supported the motion, provided that it was made compulsory for casuals to become unionists when made permanent hands. He did not believe in men participating in the benefits that unionism had brought about and remain outside the unions; he would like to add that to the motion.

Mr. Toole said he could not accept that as part of his motion, because there were already a number of permanent men that were not in any union.

Mr. Davis said he supported the motion on condition that Mr. Pinkstone's suggestion was added to it. Referring to the fuelmen at Hornsby, he said that at one time the whole ten of them were permanent hands, and now only two of them were permanent; this was since the war. It seemed to him that the department was trying to work in more casuals.

Mr. Long: It may be that they are keeping the positions open for men that are at the war?

The chairman thought that an employee should be placed on the permanent list after six months' employment; there were men that had been in the service thirty years and were not on the permanent list. A few years ago the employees in the public service were in a similar position, but the Government put through a bill to make casual hands permanent; this would be a precedent for them to quote.

Mr. Kempster asked if this would apply to the tramway service as well. He knew men that had been on the trams two or three years that were still on the casual list.

The chairman said that it applied to the whole of the Service.

Mr. Long said it appeared to him that the Government could not satisfactorily arrange for preference to unionists. The only man that seemed able to do it was the Lord Mayor, Mr. Meagher.

The resolution, having been seconded by Mr. Davis, was carried.

MEETING NIGHT.

After some discussion on the subject, it was decided to hold a meeting of the Council every fortnight, the second and fourth Tuesday in the month.

BALNARE'S CASE.

Mr. Brown made enquiries as to what had been done in Balnare's case. The General Secretary said that the Commissioner had refused to grant a personal interview.

Mr. Brown said he thought that if publicity was given to the case the whole service would be behind them. The man had been treated very badly, and it would be a pity to allow the matter to drop. He moved that the Commissioner be again written to on the matter.

Mr. Munro seconded the motion, which was carried.

THE TEEN CASE.

Mr. Brown said that Mr. Teen had been advised to make application for reinstatement as plumber's mate. He wished to know if the General Secretary had any information which would lead Mr. Teen to suppose that if he did make application he would be re-employed.

The General Secretary said he had no such information; all he knew was that at the recent interview with the Chief Commissioner it was stated that there was no bar to Teen's re-employment.

Mr. Long said he had formed the opinion that if Mr. Teen did make the application he would be re-employed.

The chairman said that the Executive had not finished with the case yet. He had no doubt that the application would be refused. A sub-committee had been formed to consider the case of Buckley, and probably Teen's case would be considered at the same time. He thought that the matter should be brought up in Parliament.

Mr. Teen thought it would be inadvisable for him to make application for re-employment; it would be playing into the Commissioner's hands, and he would merely say that there was no vacancy, and that his application "would receive consideration." He did not think he would apply for re-employment, but would leave the matter in the hands of the Association, and they could go on with it or drop it. If the membership of the organisation was not prepared to do anything, it could not be expected that the Executive would do anything.

The chairman thought they might get a select committee in Parliament to enquire into the case, as a principle was involved.

Mr. Toole was against Mr. Teen

applying for re-employment; there was no doubt that he had been victimised, and he should not back down. They might refer the matter to the P.L.L. or the Government, as suggested by the chairman, and if nothing was done by that means the time was not far distant when the men in the service would be prepared to move for themselves. He himself would go to any length rather than see Teen make a humble application for re-employment.

A councillor pointed out that Mr. Hall, Attorney-General, had stated after the recent trouble in the Domain that everyone should be safeguarded in their right of free speech, and it seemed to him that they were inconsistent, in as much as they supported the Chief Commissioner in depriving a man of the right of free speech.

Mr. Long said that as far as Teen was concerned it was not a matter of free speech. The Commissioner merely said there was no work for him.

SHORT TIME IN THE SIGNAL DEPARTMENT.

Mr. Boys pointed out that several blacksmiths' strikers in the signalling department were working short time. Some time ago the engineer told several of these strikers that if they could find a position elsewhere in the service he would be prepared to give them their transfers. These men secured jobs at Eveleigh, but when they wished to go there their transfers were refused; the men could not afford to lose twelve hours a period. Mr. Boys also referred to the ironworkers' assistants, and stated that he had been told that the Amalgamated would not give clearances to members that wished to leave and join the Ironworkers' Assistants' Union. Some of the ironworkers' assistants were tired of waiting, and were continually asking what was being done for them by the Amalgamated.

The General Secretary, in reply, said that as far as the men on short time were concerned it was because the blacksmiths themselves had decided that they would work on partial time instead of some of them being put off. The strikers were not consulted in the matter; they had to do the same as the blacksmiths. As far as the ironworkers' assistants being refused clearances, he had no intention of allowing men to receive clearances while they had not paid up their union fees. With reference to No. 1 Board, he was not responsible for the postponements, which were unavoidable, and much of the delay was due to the fact that the one chairman had too much to do. He knew, however, that the award was finished.

Mr. Boys: Then why is it not out?

The General Secretary said that through the instrumentality of the Association every man covered by the award would be paid as from April 1st. The award, as he had said, was complete, and the delay in its publication was due to the fact that the Board was awaiting the decision of the enquiry into the living wage; it was better to wait for the award until this enquiry was completed, because if the award was made now it would be on the present basis of the 8/9 minimum. It was certain that this minimum would be raised; he did not know how much, but he knew, as far as it was possible to know, that it would be increased, and the new rates would be based upon the new minimum. As the men would receive payment as from April 1st, they would see that it was to their advantage to wait, and that in any case they stood to lose nothing.

Mr. Davis wanted to know if there was any guarantee that the men would receive the increase as from April 1st. He said that on a previous occasion the fuelmen had been promised back pay, and had not received it. The General Secretary said that in the case of the fuelmen they were dealing with politicians, and in this case they were dealing with a man, who, whatever else he was, was not a liar; there was no doubt that the men would receive it as stated.

Mr. Boys said that the "Co-operator" had been criticised by some members, and at different times it had been said that one man was getting two or three papers per week, while others did not get any. He wished to know whether it was true that the number of "Co-operators" paid for was based upon the Head Office count. Was it not a fact that the "Co-operator" took the Head Office count, and was paid upon that, instead of sending a bill in for the number supplied?

The General Secretary said this was the case.

Mr. Boys then went on to say that he could not account for the opposition to the "Co-operator," since it was doing such good work for the Association. He also asked whether a price had been asked for a small printing job.

The General Secretary said that he was instructed by the Executive to get a price; in the case referred to by Mr. Boys, he got a price from the "Worker" and one from the "Co-operator," and the "Co-operator" price was the lowest, therefore the price was given to that Company.

Mr. Toole said that Mr. Boys did not know what he was talking about. He had never said anything about the mailing of the "Co-operator." What he had objected to was the fact that the company had cut down the size of the paper to half because of the increase in the price of paper. He knew that they were not running the paper in their own interests, and gave them credit for it, but he did

SPORTING

THE TURF.

The following were returned winners at Walsend on Saturday: Lord Nagar, King Hampton, Lusitan, Roy's Gift, King Aymer and Blue Toy.

Four pony races and two trots will be decided at Menangle Park on the 28th inst.

Bullawarra has won £3879 in stakes—good going for a jumper.

Glenguen, who won a steeplechase at the recent big Randwick carnival, finished a good fourth in the Godfrey Watson Steeplechase at Caulfield on Saturday.

Zarabine made up a lot of ground over the final mile in the Moorefield Hurdle Race. At one time the grey horse was running over 100 yards behind the leaders.

Collar Box finished fast in the first division of the Kogarah Stakes at Moorefield.

Lord Nagar carried 9st. 12lbs. to victory in the Plattburg Handicap at Walsend on Saturday.

Bullawarra filled third place carrying 13st. in the Godfrey Watson Steeplechase at Caulfield on Saturday.

King Hampton who has been showing good form up north of late, again scored in the Welter Handicap at Walsend on Saturday.

Bob Bunsow was again taken to Newcastle on Saturday, but he did no better than on the previous Saturday when he failed to fill a place.

The A.R.C. performer, Flying Angel, has been returned to her owner.

The Silver City Cup at Broken Hill on Saturday resulted in a win for Chardor from Devron with Maori Lad third.

Armillary broke one of his back legs when he fell in the Moorefield Hurdles. He was destroyed.

Rosehill and Kensington clash on Saturday.

Lord Tern who was brought to Australia from England last year, scored in the Kambrook Trial at Caulfield last Saturday.

not think they should be mugs and sit back and say nothing. He gave the "Co-operator" credit for doing a certain amount of good.

Mr. Long said he did not think it was because of the price of paper that the size of the "Co-operator" was cut down occasionally, but because of the scarcity of paper. He thought that Mr. Boys was on the wrong track. They all gave the paper credit for what it had done for the Association, and the Executive in acting as they had done, was simply carrying out the wishes of the annual conference. Nothing was said against the paper, but the financial position of the Association would not carry the cost. Not a word was said about the value of the paper, especially to country members, who look upon it as the farmers' look upon their "Town and Country." It was hoped that if they could not give the better terms the Association would be able to get a paper of its own. People seemed to get a wrong impression, and they should have a more comfortable feeling, one towards another. It was a big question to them. If they got rid of the "Co-operator" they would have to get a paper that would do them as much good, if they could get one cheaper.

The chairman pointed out that they would have a scheme placed before them at the next annual conference for the production of a union paper.

Mr. Munro asked all present to interest themselves in the picnic and help to make it a success.

Mr. Boys mentioned the fact that Mr. Yeend, the secretary, had enlisted, and that he had been appointed in his place.

The chairman reported upon the work of the Eight-hour Committee.

Mr. Brown moved that, in the event of the Association receiving an invitation to welcome Mr. Hughes, the Prime Minister, such invitation be refused, and went on to criticise the Prime Minister, who, he said, was no longer a worker on behalf of the working class. The motion was seconded by Mr. Davis, supported by Mr. Teen.

Messrs. Long, Quartley, and the secretary spoke strongly against any such action, and an amendment moved by the general secretary, and seconded by Mr. Quartley, that the matter be held over until the invitation is received, was carried by a large majority.

When wild winter winds are wailing
In a wild, wan, woeeful way,
And the chill, grey daylight falling
Shortens each succeeding day,
Least bad colds should be your portion,
Dainty summer caddis abjure;
And with wise and prompt precaution,
Purchase Woods' Great Peppermint Cure.

ANTICIPATIONS

ROSEHILL RACES.

HURDLE RACE.

Corrie or Inverara.

FLYIN' GHANDICAP.

Hopfield or Reval.

GRANVILLE STAKES.

Akil or San Thome.

NURSERY HANDICAP.

Roman Queen or Rara Avis.

ROSEHILL HANDICAP.

Value or Medley.

CARLINGFORD MILE.

Kahonji or Sunlike.

DAVE SMITH V. BUCK CROUSE

SMITH TURNS IT UP.

The contest between the above boxers at the Sydney Stadium last Saturday had a disappointing ending as Smith gave up at the conclusion of the ninth round. At the same time Smith was well advised to adopt this course as he had sustained a nasty cut over the left eye through getting that optic ring in the track of a solid right. Owing to the free flow of blood, Dave was particularly blind, and would have been unable to avoid taking a lot of heavy punishment. Smith, however, prior to receiving this injury had not fought with his usual brilliance and was often guilty of bad misses, particularly with the right hand which he crossed when Crouse was well out of distance. Crouse on the other hand appeared brimful of confidence and fought with good judgment throughout, but it would be better if he cut out "swank" from his performance. It is all very well for a boxer to pretend to be groggy in order to entice an opponent to leave himself open, but to grin in the other chap's face after doing so, is absolutely unnecessary and uncalled for, particularly when his opponent had one eye out of action. Crouse didn't try that sort of trick on Dave, nor in the opinion of the "Co-operator" will he have time to do it with Smith next time they meet, for the Smith of Saturday was a different man to the Smith who trounced Bell. In the majority of the rounds Crouse had slightly the best of matters, and his blows carried more power than Smith's. In the first round Smith jumped in with a straight left to the nose, and crossed hard with the right but missed by inches. They clinched and Dave put right and left to the head. After the break Crouse unwound a mighty right swing which just grazed the chin. Getting Smith in a corner Crouse banged three rights at the jaw and although Smith's glove was there each time there was enough weight in the punches to shake Smith. Crouse tried another right a little later but Dave danced out of danger and just before the gong Smith put two light rights to the jaw. In the second Smith moved round a lot and kept Crouse chasing him. Smith backed away and jumping in suddenly, planted a beautiful straight left between the eyes, but Crouse came back and swung a weighty left to the ear. Just before the interval Dave crossed a solid right to the jaw and Crouse walked somewhat unsteadily to his corner. The third saw Crouse very busy. In the first clinch Crouse was hoisted for working his forearm under Smith's jaw. The American did some good head moving causing Smith to miss three times and then he stabbed four straight lefts to Smith's face. However, Dave later successfully negotiated a right cross which got Crouse flush on the paw. Attempting to repeat the dose Dave missed and fell to his knees, but he was up at once. On the ropes Crouse again hammered at Smith's jaw through his gloves. Later Smith, although shaken, came back with three straight lefts to the face. After the third round Smith relied a lot on footwork, but Crouse planted some heavy blows and in the seventh round he opened Smith's eyebrow with a heavy right, and thereafter there was only one man in it, although Smith pluckily stuck to his guns. The end

ANTHONY HORDERNS' FOR THE A. H. & S. BRIAR PIPE

The A. H. & S. Briar Pipe at 2s. 6d. (posted 2s. 8d.) is the equal of Pipes often sold at double the price. It is a fine-quality Eriar, vulcanite mouthpiece, sterling silver band, push stem, shapes as illustrated

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Order by number. Price list of pipes, tobacco and cigars, post free on request.

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Only Universal Providers Brickfield Hill, Sydney
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Bullock-Driving Tests the Throat and Lungs

WHEN THOSE ORGANS ARE AFFECTED BY COLDS
OR OVERSTRAIN, THE MOST EFFECTIVE MEDICINE

HEAN'S ESSENCE

MAKES ONE PINT FINEST COUGH AND COLD REMEDY



Mr. H. Nolan, of Bourke, writing under date May 10, 1916, said:—

"I have been using Hean's Essence for the last 10 or 12 days for a sore throat and a very bad cough. I might mention I am employed as a bullock driver, driving for Mr. Jellit, in the Bourke district, and am out in all sorts of weather. I had a chronic cough, for which I tried all sorts of remedies without success. At last, I decided to give Hean's Essence a trial. The result of its use is that my cough has disappeared, the inflammation has left my throat, and I am able to use my voice fluently—a very necessary thing in the persuading bullocks to do what you want of them."

"Wishing you all sorts of good luck, I remain, yours faithfully,

"H. NOLAN."

MR. H. NOLAN.

HEAN'S ESSENCE, besides being such a wonderful strengthener of throat, bronchial tubes and lungs, is easily the most economical remedy procurable.

Each bottle, when added to water and sweetened according to easy directions printed on the label, at once produces a pint of superior quality mixture. A pint of ordinary remedies would cost at least 12s. Hean's Essence costs 2s. (by post 2/3), and is obtainable from all leading chemists and stores, or by post from G. W. Hean, Manufacturing Chemist, 178 Castlereagh-street, Sydney.

N.B.—For those who do not require a large quantity of mixture, Hean's Cough Diamonds (medicated with Hean's Essence) are now available. Price, 9d. per box.

came as previously stated. The hung back instead of following up his advantage. Cook did not display the "devil" one had been led to expect.

NOTES.

Llew Edwards again knocked out Jimmy Hill, this time in the fifth round. Edwards in addition to being a skilful boxer carries a heavy wall in each hand.

Next Saturday Tommy Uren will try to succeed where Harry Stone failed. He meets Fred Kay. This should prove an interesting bout. Uren can be depended on to give Kay as much fight as he wants. Uren when Cook had him in trouble and should win.

EIGHT-HOUR ART UNION AND SPORTS.

PRIZES value £3,500

(Under sanction of the Attorney-General). Drawn Nov. 4, 1916.

1st Prize, value £650; 2nd Prize, value £300

3rd Prize, value £200; and 237 other

Valuable Prizes.

CHANCE FOR 1916. TRY IT. First Prize in 1915 was won by Mrs. Mark Barnett, Barry Hills, Sydney, for the modest outlay of

Trades Hall, Sydney. One Shilling. JOHN W. DOYLE, Secretary.

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

ROSEHILL RACES.

SATURDAY, 22nd JULY, 1916

FIRST RACE, 10 p.m.

Special Trains, direct to Racecourse Platform, will leave Central Railway Station at under—

11.20 a.m.—Horses, leaves Horse

12.25 p.m., 1st and 2nd Class, leaves Platform No. 13.

12.30 p.m., 1st and 2nd Class, leaves Platform No. 19.

12.40 p.m., 1st and 2nd Class, leaves Platform No. 18.

1.15 p.m., 1st and 2nd Class, leaves Platform No. 18.

1.27 p.m., 1st and 2nd Class, leaves Platform No. 18.

* Calls at Strathfield.

NOTE.—Combined Railway Tickets for Admission to the Sadding Paddock or St. Ledger Reserve can be purchased at the Central Booking Office, Chalmers House, Martin Place.

GEO. W. S. ROWE, Secretary.

BAKER'S STADIUM, Personal Direction: Mr. R. L. BAKER

NEXT SATURDAY NIGHT at 8.30 p.m. Grand Boxing Contest

Tommy UREN v. Fred KAY

Two Six-Round Preliminaries commencing at 7.45 p.m.

PRICES: 10s. (Res.); 5s., 3s. and 2s. BOOKING AS USUAL.