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Business Address
See page 4

THURSDAY, JANUARY 15, 1914.

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WHY PETER FAILED TO PASS THE DOCTOR'S PHYSICAL "EXAM."

"Here, caller, tell Pete Smith to call
on Doctor Brown to-day.
And pass the physical 'exam,' so that
in case I may
Desire to use him on the road he'll
be O.K. to go;
When he's been passed, tell him to
call around and let me know."
And as the caller hustled off for Pete,
the M. M. swore
That railroading, to-day, was simply
rank, and then some more.
For ten long years Pete Smith had
fired; he felt that he had earned
The right to be promoted, though he
recently had learned
That certain men had failed to pass
the physical "exam"

And were turned down; but still,
thought Pete, I'm satisfied I am
in perfect health; in fact, he felt just
like a real "white hope"
Which he ascribed to having kept
away from doctor's dope.
Pete's ears and eyes were tested first,
to see if they were right;
The test revealed that he possessed
good ears and perfect sight.
The doctor then looked up his nose,
and diagnosed his brain;
He made poor Pete stick out his tongue,
so as to ascertain
Condition of the stomach; then he
scrutinized his teeth.
He prised two molars loose just to
see how they looked beneath;
He thumped Pete's chest to sound
his lungs, to see if they were
clear,
He found a slight congestion and he
poured this in Pete's ear:
"Sir, have you had pneumonia, bron-
chitis or the croup?
In childhood did you have a cough
accompanied by a 'whoop,'
Or have you heard your father, or
your grandpa, or his dad,
Within your hearing intimate that
any of them had
The symptoms that would indicate
tuberculosis?" "No."
"I'm very glad, indeed, young man,
to have you tell me so."
He took the heart and liver, lights
and kidneys in their turn;
He asked a thousand questions in
anxiety to learn
If Peter's parents, brothers, sisters,
uncles or his aunts
Had cancer, boils or tumors, Bright's
disease, St. Vitus dance,
The fever, grip or smallpox, erys-
ipelas or gout,
And if, when he had measles, did
they properly come out;
And if he used tobacco, did he smoke
or chew the weed;
In eating, was he careful that he
didn't overfeed.
All these, and other questions, Doc-
tor Brown threw at poor Pete;
He measured him with tape-line,
sounded him from head to feet;
He touched him for a dollar; made
him sign his rights away
To enter legal action, lest there'd be
a claim to pay.
But once he got Pete's coin he
promptly turned him down, you
know,
The doctor found that Peter had a
corn on his left toe.

HEARD THIS ONE?

A few months ago the navvies en-
gaged upon building a section of an
American railway struck fire, and
were replaced by Italians. The latter
appeared so contented with their
lot that their pay was reduced 15
per cent, says the "Daily Sketch."
The men said nothing, and next day,
to judge by the din of the hammer-
ing, work was proceeding even more
briskly than usual, but later investi-
gation showed that each man was
engaged in chopping a piece from
his shovel. "Fifteen per cent. less
wages, 15 per cent. less shovel," was
their explanation.

IN A JAPANESE BOOKSHOP.

The following advertisement of a
Tokio bookseller is worthy of the
most progressive vendor of printed
wares:—"The advantages of our es-
tablishment:—(1) Prices cheap as a
lottery; (2) books elegant as a sing-
ing girl; (3) print as clear as crys-
tal; (4) paper tough as elephant's
hide; (5) customers treated as po-
litely as by the rival steamship com-
panies; (6) articles as plentiful as
in the library; (7) goods dispatched
as expeditiously as a cannon-ball;
(8) parcels done up with as much
care as that bestowed on her hus-
band by a loving wife; (9) all de-
fects, such as dissipation and idleness,
will be cured in young people
paying us frequent visits, and they
will become solid men; (10) the
other advantages we offer are too
many for language to express."

WHY NOT FEDERATE?

Brother Keney writes:—
"In my opinion there would be
nothing more conducive to our fu-
ture industrial and economic well-
being than federation of all the rail-
road service organizations.
"I believe that if all the railroad
labor organizations would act as one
in time of trouble, we could get al-
most anything that would be fair,
in the way of wage and employment
conditions.
"In recent wage movements there
was more or less talk about striking.
Now, it would be pretty nice to know
if we had to strike that every rail-
road train service employee would
be right along with us.
"I have gotten on engines and
went out and fired sixteen hours and
perhaps wouldn't hear three words
out of the engineer in the whole trip.
I have heard it said that railroad
men stick together. They do in one
sense, but not in every way as they
should.
"Suppose the railroad labor organ-
izations are federated. We make a
call on the manager. We are friend-
ly, but we mean business. Would it
surprise you if we all got an increase
in wages? Then eight hours for a
day's work, and time and a half for
overtime wouldn't go badly.
"Now, brothers, let's think over
this proposition of federation—not
only with the engineers, but with all
railroad labor organizations."

FLAMES PUT OUT BY MUSIC.

The next time the hearthrug
or the parlor curtains catch fire, do not
run for the water jug, but sing to
the flames, and if you happen to
pitch on the right note they will be
promptly extinguished. This discov-
ery, according to the "New York
Sun," has been made by Charles Kel-
logg, a Californian naturalist and
"nature singer," who demonstrated
his powers as a human fire engine
at the Palace Theatre so success-
fully that he startled an audience,
which included many of the chief fire-
fighters of New York. Mr. Kellogg
also showed that should one have a
difficulty in pitching the right sing-
ing note it is just as effective to draw
a violin bow across a piece of metal,
so produce the proper flame-
quenching noise. For the purposes
of stage demonstration Mr. Kellogg
showed his power over gas flames.
He stood near the flame and made
a noise like the whistle of a bird—
though he explains that he "sings"
and does not "whistle" this noise—
and the flame flickered and died
down, as if someone were blowing
it. Then he stood three or four
yards away and made the noise sev-
eral times in quick succession, and
every time the flame bobbed down.
Then he gave a longer and sustained
note; the flame shortened, flickered
for a moment, and then went out.
With a combination of his bird voice
and the sound made by drawing a

violin bow across a piece of alumin-
ium Mr. Kellogg extinguished the
flame from a distance of 50ft. Mr.
Kellogg's own theory is that the
flame is extinguished by extra rapid
sound vibrations. "The normal hu-
man voice," he says, "cannot produce
more than 4000 vibrations a second
—not enough to affect a flame; my
bird voice has been measured, and at
its top pitch produces 49,550 vibra-
tions a second. A whistle cannot
produce a large number of vibra-
tions; a violin produces fewer than
14,000 vibrations. With a violin bow
and different pieces of metal I can
produce different numbers of vibra-
tions. One is tuned to give forth
7000 vibrations a second, another
14,000 vibrations, another 21,000,
and another 32,000 vibrations. That
last one makes the air pulse just
eight times as rapidly as any human
voice can, and so extinguishes the
flame."

DISBARRED OHIO LAWYER REINSTATED.

RIGHT TO CRITICISE JUDGES.
The Supreme Court of the State
has restored the right to practice law
in Ohio to Charles A. Thatcher, an
attorney disbarred four years ago for
criticising Toledo judges and Ohio
State Supreme Court judges.
The lawyers' union sought Thatcher's dis-
barment because of his criticism of
the judges, these criticisms being
based on decisions favorable to big
corporations in personal injury cases,
of which the bulk of his practice
consisted. Thatcher's defence was
that his obligations as an attorney
did not remove his constitutional
right of free speech. The elections
following Thatcher's disbarment re-
sulted in the defeat of two of the
judges and the withdrawal from the
race of another. Another judge criti-
cised by Thatcher died in office.
In 1912, under the non-partisan judi-
ciary law, Thatcher was a candidate
for supreme judge, but was defeated,
although obtaining a remarkable
vote, running only slightly behind
the leaders in the contest. This
ends an interesting incident, five of
the judges on the State Supreme
Court Bench voting to annul the dis-
barment and only one judge voting
to continue it.

TRAIN-RACING AVIATION.

Train-racing aviation (writes a
Victorian paper) has begun in Ade-
laide, where Aviator A. W. Jones
flew with a passenger over a railway
track and left a train hopelessly in
the rear. With trains running to
an average of 15 miles an hour on
the ordinary Australian suburban
schedule aviators will find poor sport
generally. They might get a more
willing "go" out of Mr. Murray in
the Victorian State motor car hasten-
ing home for a week-end trip, or
even out of Premier Watt streaking
back to office after a temporary
lapse.

BRIGHT DRESS FOR MEN.

Fraulein Frieda Hempel, one of the
most prominent singers at the Impe-
rial Opera of Berlin, has started a
campaign for the beautifying of the
male sex. She wants all men to
garb themselves handsomely, each
according to his aesthetic whim and
personal character; and she wants
them in particular to wear historic-
ally consecrated costumes, brilliant
colors, and gems, and to curl their
hair or wear it long. Silk and satin
in rich colors, she says, would cost
no more than the present ridiculous
society dress; and feathered hats are
no dearer than stove-pipes, upon
which Fraulein Hempel casts ridi-
cule. She has drawn up a pro-
gramme showing how men in the
different professions should dress.

Doctors should be clean-shaven and
wear short-sleeved jackets; their
clothes should be colored an agree-
able rose; and their linen trousers
should be laced crossways. Judges
should wear red robes with square,
silver patches. Their collars should
be white and embroidered with gold
frogs. They should wear masks of
red velvet and carry sticks shaped
like swords. Fraulein Hempel says
that she got these ideas from the
fact that she is never attracted by
men except when she sees them rich-
ly garbed on the stage.

ATTACKS TOBACCO TRUST.

An independent tobacco buyer of
Henderson, Ky., A. B. Jarvis, in testi-
fying before the Joint Tobacco Com-
mission, asserted that the Imperial
Tobacco Company, the so-called to-
bacco trust in Kentucky, has pauper-
ised the hitherto prosperous towns in
the tobacco belt, and that not only
the growers were at the mercy of
the trust, but the warehouses in the
towns have rotted down or been
burned, accidentally or otherwise;
that the labor had as a rule left the
factories, and what few factories
were now in operation had been ren-
dered by the trust at prices fixed at its
pleasure. Jarvis further stated that
he had known the prices at which
tobacco in the Henderson district
would sell for and did sell for long
in advance of a pound being sold.
"I believe that the price of our to-
bacco was fixed by the representa-
tives of the Imperial Company and of
the Italian Government at Richmond,
Va., before they began buying in
Kentucky. I have never seen the
Imperial and the Italian buyers com-
pete for a single pound of tobacco."
It was asserted that a semblance
only of competition was kept up by
the four companies into which the
American Tobacco Company was
"disolved."

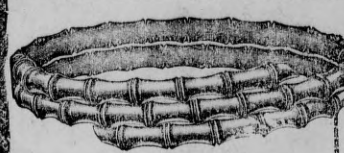
CHANGES PLAN.

Recently it was announced by Sec-
retary of the Navy Daniels that navy
yard employees would be represented
on the wage boards, but it now de-
velops that a change is to be made
in that plan, and the United States
Department of Labor is to be called
upon to determine the wage scale
for the different yards. The law
requires that "navy yard employees
be paid wages equivalent to those in
civil establishments in the vicinity."
The Secretary of the Department of
Labor therefore will make the in-
vestigation and report his findings to
the Navy Department, thus eliminat-
ing the former plan of placing rep-
resentatives of the navy yard workmen
on the wage boards as previously.

THE COACHMAN'S TROUBLE.

It is reported of Dean Gilbert Stokes
that once, when influenza had in-
capacitated his verger as well as the
two churchwardens, he consigned the
duty of collecting the alms to a neigh-
bour's coachman.
"Take the what, sir?" queried
that worthy.
"Take the offertory," explained
the Dean, "the collection—the mon-
ey from the people in the pews."
The coachman seemed satisfied,
and even pleased, with his new dig-
nity. But when the offertory hymn
was half through, a noisy altercation
was heard in one of the transepts.
The Dean at once called the collec-
tor to the altar rails.
"Whatever is the matter?" he in-
quired.
The coachman, red of face, and
wrathful of eye, then explained.
He was no half-an-half kind of an in-
dividual, and when a thing was given
him to do he did it, and did it
thoroughly. He had been thwarted
in this, his ideal, and that is what
made him so angered. He said:
"Why, sir, there's two men in the
best seats as won't pay."

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Bangle, to open with
joint and snap

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GOOD WATCHES FOR EVERYBODY

ASK A POLICEMAN



The little fellow with the
toothache asked a policeman
and soon found out—no put
him right very quickly, and
can do the same with your
tooth troubles.
"Spencer Nolan, the Den-
tist," is as well known as
Oxford-street, and is noted
for the "square deal" in
dentistry.
You really couldn't do bet-
ter than follow the young-
ster.
Renowned sets of Artificial
Teeth, upper or lower,
from ONE GUINEA.

"Please, can you tell me
where Oxford Street is?"

"Please, can you tell me
where Nolan is?"

GUARANTEED PAINLESS
EXTRACTIONS, 2/6.

If you require the last word in Artificial Teeth, it is my
Patent Suction Sets at Three Guineas.
Teeth Fitted in one day if required.

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28 OXFORD ST., SYDNEY. "COME OVER HERE."

WHEN A MAN'S MARRIED

He generally leaves it to his
women-folk to buy his underwear
and pyjamas. These men wear
"OSMAN" Pyjamas, because his
women folk know of the splendid
wearing and washing qualities of
"OSMAN." Men not so fortu-
nately placed should look for the
"OSMAN" label when buying
pyjamas. The designs and color-
ings will please all who care
anything about their appearance,
and the purchaser is protected
by the "OSMAN" GUARANTEE.
Read it:—"Any Garment bearing
the Registered 'OSMAN' LABEL
is guaranteed, and the merchant
who sold it is authorised to RE-
PLACE SAME FREE OF CHARGE,
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Kensington - Wed, Jan 21

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Mr. R. L. BAKER.

Next Sat. Night, Jan. 17th, 8.30 p.m. Eliminating Contest for World's Lightweight Championship

MATT WELLS v. HERB. MCCOY

Preceded by a 10 2-minute round contest at 8 sharp: HARRY RAFF v. REGIO.

PRIZES: £1 (reserved), 10s, 5s, 2s.
Every Thursday Afternoon Great Boxing Matinee.

THE TURF.

NOTES AND SELECTIONS BY "MUSKET."

Warwick Farm on Saturday.

Kensington on Saturday.

The N.S.W. Trotting Club will bring off a meeting at Epping on Monday next.

Delorium, who raced in Sydney some time ago, won the big event at Heddon Greta on Saturday. At the same fixture Ayer Girl ran a couple of seconds.

The Belmont Thousand, which was decided at Perth on Saturday, resulted:—Cornstep 1, Galtee Queen 2, Crown Thistle 3.

An unusual occurrence happened at Ascot on Saturday, when, after running a dead-heat in the Approved Stakes, Tourmaline and Clarebrook recorded another dead-heat in the run-off. The horses were saddled up for the third time, and the prize eventually went to Tourmaline.

Widden, who won in Sydney some two months ago, scored in the Jumpers' Flat Race at Ascot on Saturday last.

It's Funny was in trouble all along the back stretch in the January Handicap on Saturday.

The Musketeer gelding was on the rails, and running in behind a couple of horses until nearing the Leger, when he managed to obtain a clear run. Had the chestnut been taken to the outside along the back, he may have scored.

The Australian jockeys, Wootton and Huxley, who have just returned from England, were at Moorefield on Saturday, but neither was seen in the saddle. It was rumored that Huxley would ride Nifra in the Kogarah Stakes, but the Haut Brion mare did not start.

The Lincare filly Viburnum, which scored at Moorefield on Saturday, is a bobby-dazzler, and with racing she should pan out a top-notch.

There were 13 runners in the Juvenile Handicap at Moorefield, and bar three odds of 25 to 100 to 1 was on offer. The three backed horses filled the places.

After running sixth in the Flying Handicap at Canterbury, Wishful was saddled up again in the Kogarah Stakes, but after leading to the Leger she was beaten into third place.

The imported mare Brunnhilda finished extra strong in the Flying Handicap at Canterbury. She is worth watching.

Mr. W. E. White, of the well-known horse breeders, Messrs. H. E. A. and V. White, of Belconnen, died in Sydney on Saturday morning.

When Vocalist cut out the six furlongs in 1.17 in the Novice Handicap at Ascot on Saturday, he established a record for the course. Another "registered" cast-off.

The three first home in the first division of the 14.2 Maiden Handicap at Ascot on Saturday were two-year-olds. The winner was sired by Poseidon, the second by Ayre Laddie, and the third by Maister. Owners of seasoned 14.2 Maidens should look for paddocks or buyers.

MOOREFIELD.

Winners, S.P., Riders, Post Positions.
Mioene, 6 to 1 (Bloomfield)—5.
Miss Mooltan, 8 to 1 (Leadbeater)—4.
Viburnum, 4 to 1 (Callinan)—9.
King Muriel, 8 to 1 (Shanahan)—3.
Mulum in Parvo, 7 to 1 (Wallace)—7.
Hobbe Skirt, 3 to 1 (Shanahan)—8.

There was a very good attendance at Moorefield on Saturday. The course panned out hard and fast. For the Flying Handicap, Bretelle opened favorite, and bar the filly 6

to 1 was on tap for a long time. The market underwent but little change, the only horse to firm being the favorite.

Happy Lady led over the first part from Mioene, Bretelle, and Herringbone, and on entering the straight positions were much the same. At the Leger, Mioene challenged Happy Lady, and eventually beat her home by a long neck. Brunnhilda ran well and filled third place, while Witchful, Herringbone, and Wishful followed in order named.

Owenee was far enough in front at the half-mile post, in the Stewards' Mile, to have won had she been a decent mile, but she went under to Miss Mooltan, who came from last. Beck's Mole filled third place, while the favorite, Wild West, came next. The latter occupied a handy position during the early part of the race, but he finished badly.

Crail was always favorite in the Juvenile Race, the Traquair filly opening and closing at even. Viburnum at 4 to 1 was second in demand, while Silver Beach was the only other starter to find backing.

Crail and Silver Beach carried on the running over the early part from Prince Palatine, but at the home turn Viburnum ran into third place. Crail and Silver Beach led past the Leger, but a little further on Viburnum headed them, and coming on recorded a fairly easy win from Crail, with Silver Beach third. Prince Palatine and Marolmeda were together in fourth place, and fully 10 lengths from the placed horses.

Osterley was always favorite in the Kogarah Stakes, the second best backed being Sinceritas. Fortitude led over the first furlong, but Wishful ran to the front at the turn, and led at the Leger from Osterley and King Muriel. The latter finished best, and won by half a length from the favorite, who was a length in advance of Wishful. Protection finished well, and beat the others, while Punkah and Fortitude came next.

Killmeaden and Odist were best backed in the January Handicap, while the others it's Funny came in for most backing. Jack Hinton and Killmeaden cut out the running for a couple of furlongs, then Killmeaden still led at the Leger, but the hill by a couple of lengths. Killmeaden still led at the Leger, but Mulum in Parvo finished well, and beat her home nicely. It's Funny, who met with bad luck during the race, was a good third, and Jack Hinton fourth.

The meeting wound up with the Welter Handicap, for which Boomak started favorite, although when betting commenced backers accepted 5 to 4 about Hobbe Skirt. Coronata led along the back, and to the home turn from Hobbe Skirt and Boomak, but when on the road for home Hobbe Skirt took charge, and went on to win easily from Boomak, with Coronata third and Lady Wapinit next.

VICTORIA PARK.

Winners, S.P., Riders, Post Positions.
North Star, 10 to 1 (Wattersen)—1.
Lord Hope, 2 to 1 (Lilyman)—1.
Null, 3 to 1 (Wattersen)—23.
Cacalia, 8 to 1 (Cross)—2.
Prudence, 10 to 1 (Manning)—1.
Goodwin Sands, 8 to 1 (Moore)—13.
Leigh, 10 to 1 (Manning)—13.

Fine weather prevailed for the meeting at Victoria Park yesterday. The first event decided was the Flying Handicap, which was a great betting race, the best-backed being Uncle Jim and Merv's Pride. North Star was first out, and at the home turn he just led from Merv's Pride, Uncle Jim, and Kashgar. At the Leger North Star led from Kashgar and Uncle Jim, but at the half distance Alestic ran into second place. The leader was never headed, and eventually won by a length from Alestic, with Miss Ethel a good third. Banderoll finished fast in fourth place, while in order named followed Kashgar, Canley, Uncle Jim, and Merv's Pride.

When betting opened on the 14.0 Maiden Handicap, Kolodong was rushed at 6 to 4, while money came for Brown Eyes and Lord Hope.

Lord Hope was first out, but Kolodong ran past him at the end of the first furlong. Lord Hope ran to the front again, after heading for home, and although Brown Eyes finished very fast, the Sir Aymer colt lasted long enough to win by a head. Kolodong was a fair third, and Maggie N. fourth.

Null and Yvette were best backed in the Maiden Handicap. The former scored after a hard race from Moorhill, the latter leading to the half distance. Yvette was close enough up at the turn, but she finished with little dash in fourth place. Noble Jim was a good third.

Sparklets from Sportdom

By "SEARCHLIGHT."

South Australia had bad luck in losing Whitty in the first innings against N.S.W., the bowler having to retire on account of a bad leg.

H. L. Collins was in good form against South Australia on Saturday, when he knocked up 111. The N.S.W. bat appeared to have the bowling beaten, and but for being run out by Burdley he may have scored a double century.

The 'Varsity player, R. J. Massie, was easily the best bowler for N.S.W. against S.Australia in the first innings of the Sheffield Shield match last week.

Redfern only managed to score 163 against Petersham on a good wicket at Redfern Oval on Saturday. The best bat for Redfern was Thatcher, who hit up 75.

The New Zealand cricketers were given some leather-hunting by the Victorians on Saturday. The visitors scored 141 in their first innings, and Victoria replied with 439.

University was beaten on Saturday for the first time this season. However, they still lead in the competition.

Glebe's big score, 7 for 333, in the seventh round of the cricket competition, did not gain them a win, for Balmain's batsmen were solid, and when "time" was called their score was eight for 298. The match ended in a draw. For Balmain, Kemmis scored 107.

Petersham scored a narrow win over Redfern, the difference being only 12 runs.

Tozer knocked up 164 (not out) for University against Middle Harbor on Saturday.

Callaway battled well for Paddington against Central Cumberland, his scores being 59 and 79.

Pratten registered 123 (not out) for Western Suburbs against Waverley, while in the same innings Lambie missed the century by only seven runs.

H. Pickering accounted for the George's River Skiff Handicap on Saturday.

At the Sports Ground last Saturday W. J. Potter won the Redbra Harriers' High Jump Championship; he

The Derby hero, Beragoon, has been up to work again.

The pony Caront accounted for one of the Handicaps at Wollongong on Tuesday.

and Linette fifth. Kell shaped best of the others.

Prudence got the best of a bad start in the 14.1 Handicap, and never being headed, won by a length from Balfield, with Lady Mascot a good third. My Rosette was fourth, Sir Moorfield fifth, and Diotis next.

St. Moritz and Hemp were the popular favorites in the Encourage Stakes, but neither obtained a place. The winner turned up in Cacalia, who led all the way and won easily from Lord Playful, with Vocalist third.

St. Moritz and Hemp were both well up at the Ledger, but they failed badly at the business end. The ex-"registered" mare Single, who won some good races at the "big horses," was made a warm favorite in the Victoria Park Handicap, but after leading for half a furlong she failed to fill a place. The prize went to Goodwin Sands, who led from the seven-furlong pole. Postolite finished fast and gained second place, while Patrovader came next. Single was fourth, Trustworthy fifth, and Resolved next.

The 14.2 Handicap went to Leigh, who won nicely from Real Silk, with Consus third.

ANTICIPATIONS.

WARWICK FARM.

LIVERPOOL MILE.
Willow Green 1
Hymeneal 2
Ruennal 3

FARM STAKES.
Secretre 1
Lady Graveairs 2
Pompa 3

JUVENILE HANDICAP.
Queen Malt 1
Viburnum 2
Duke of Sparta 3

THREE YEARS' OLD HANDICAP.
Witchful 1
Herringbone 2
Cooyal 3

WARWICK HANDICAP.
Firm 1
Rovigno 2
Miss Legation 3

PACE WELTER.
Royal Merv 1
Dr. Hart 2
Wherry 3

The New Zealanders went under by an innings and 110 runs in their match against Victoria on Saturday.

Champion "Billy" Longworth was very fatigued after winning the 229 yds. Swimming Championship on Saturday. It transpired that he swam against medical advice.

S. Riddington won the Diving Championship of N.S.W. at the Domain Baths on Saturday last.

George Gray made a break of 959 against Reece last week.

George Gray was in fine form against Reece last Friday, when he scored 2297 points to his opponent's 519. The Australian averaged 159 a stick, while Reece only averaged 22.

BOXING.

(By Patrian.)

STADIUM.

Saturday, Jan. 17th: Matt Wells (Eng.) v. Bert McCoy (Vic.), lightweight. Preliminary: Harry Raff v. Regio.

Saturday, Jan. 24th: Hughie Mehegan (Vic.) v. Milburn Saylor (U.S.A.), lightweight.

Saturday, Feb. 7th: Eddie McGorty (U.S.A.) v. Pat Bradley (U.S.A.), middleweight.

Saturday, Feb. 21st: Jeff Smith (U.S.A.) v. Dave Smith (N.S.W.), middleweight.

BOXING NOTES.

Next Saturday will see a scrap that ought to attract a goodly attendance at the Stadium. If it does not, it will be owing to the "runaway" methods employed by Wells in most of his previous matches. Fans don't pay to see a footrace, and Wells's drawing capabilities have suffered much in consequence.

However, McCoy may be relied upon to give a good account of himself, and, going on form, he ought to take the shine off the clever Englishman.

What a crowd will witness the Bradley-McGorty go on Feb. 7th. Although not possessed of a fraction of Dave Smith's skill, Pat Bradley is of a far more steady temperament, as is tough as nails, and can hit, I should say, as hard as McGorty. Anyhow, he used to, although this scribe has a sort of notion that a lot of the glory of "Pat's Punch" has departed. Anyhow, it won't be any two-minute affair.

We reproduce the following from English "Boxing":—

A Referee Who Wanted to Know.

Talking of referees, we are reminded of a certain incident which, if it was unique in one respect, was at all events typical in others. There was a referee (there are a few others to-day) whose vision was not sufficiently acute to permit of his close observation of all the incidents of a contest, especially when the boxers contrived to wander across to the other side of the ring. Well, it came to pass that he was adjudicating a bout, when the contestants seemed to prefer to wander on the other side, where one of them, secure in his knowledge of the referee's myopia, let go a few punches which were distinctly below the belt.

The spectators commenced to protest, while the timekeeper, a sympathetic person, also aware of his comrade's weakness, passed a friendly hint. The referee, a wise man in his generation, promptly called, "Stop!" and then, "Now, you must not hit low. I shan't speak about this again. Be careful."

The bout proceeded, and a round or two later the low puncher planted a few more in the same place. "Higher up! Higher up!" cautioned the spectators, but the referee didn't hear. So the timekeeper came once more to the rescue. "He's hitting low again," he whispered. "Stop!" ordered the referee promptly and sternly. "Go back to your corners. You are disqualified." And then turning to those near, he asked, "Which one?"

N. S.W. TROTTER CLUB RACES.
Epping Racecourse, Glebe.
Monday Next, Jan. 19, 1914

94 ENTRIES 94
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SUMMERS TOO OLD.

M'CORMACK BEATS SUMMERS FOR EMPIRE WELTER-WEIGHT CHAMPIONSHIP.

NEITHER MAN DISPLAYS STARTLING FORM.

A CORRECT DECISION.

(By Patrian.)

It was not M'Cormack's skill as much as his youth, energy, and capacity for taking punishment that brought him out victorious in his first scrap here. "Soldier Mac" is a pleasant fighter in the ring, whose chief assets are a passable left hand, a good right and left hook, short and snappy, and a fine strong constitution, that enables him to come well out of the hardest rallies. In this writer's opinion, at least, he is a long way yet from championship form, although he has the ideal build for a scrapper of his weight.

While Johnny's strength and condition lasted, the stocky Canningtown boxer more than held his own, and he had a decent lead at the half-way. His sallies in the early rounds took a lot of steam out of him, and he must have been considerably disappointed at the small effect they had on his sturdy opponent. He had a flash of encouragement when in the 7th round he dropped the "Plymouth Pride" with a right swing to the solar, but M'Cormack was up in a second, and battling merrily as if nothing had happened.

Tom M'Cormack started off the first round by getting a light left swing on to Johnny, who responded with his famous body double. Mac, although a bit nervous, unwound a clever left hook, by which means he tipped up the most points in the opening round.

Summers soon showed a puffed-up left eye, owing to Mac's right hooks at close quarters, and Tom also displayed a cut at the corner of his right eye. Right up to the 10th Johnny was hitting with tremendous power, against which his opponent's punches seemed like lops-laps. The trouble was that Johnny had to let up now and then, and when he did Mac's long left was peck, peck, pecking away, and making points all the time.

After the 10th M'Cormack altered his tactics, and instead of standing off, took to rushing his man against the ropes; then, with his head on Johnny's chest, he beat a merry tattoo on his jaws with short, snappy hooks that only travelled a foot or so. They had plenty of shoulder and jolt behind them, though, and Summers soon showed signs of wear and tear with a swollen cheek bone, rapidly closing eye, and a puffed and bleeding mouth. Johnny seemed to have no defence against these hooks, and at times his head was bobbing about like a ball in a shooting gallery. M'Cormack's delivery of these hooks reminded one very much of Dave Smith, who does his best and most damaging work when head on to his enemy—that is, when he gets a chance.

Just here let us mention that M'Cormack is a gentleman who is very careful of his hands—so careful, indeed, that he does not like to risk his knuckles, but prefers to shoot those short hooks in with the heel of the hand. Personally, we were somewhat surprised that he did not bring down the wrath of Referee Scott for these transgressions, but perhaps he carried out operations on the blind side all the time. We have a shrewd suspicion that the soldier fighter is a pretty cute lad.

However, he was clearly Johnny's master for the second half of the scrap, bustling him from consideration. Platts will be quite justified in any uproar he may create regarding the Lonsdale belt, which Summers still holds, and cannot lose except by forfeiture or by combat at the N.S.C., London.

A tremendous amount of hoisting greeted the decision, mixed with an equal amount of cheers. The only reason the hooters could have had was the use of the butt of the hand by M'Cormack, which ought to have discounted a lot of his work. Otherwise the new arrival clearly out-pointed Summers, who resembled a bad-tempered boy having his ears boxed, in many of the rounds after the 10th.

A SLASHING PRELIMINARY.

As is often the case, there was far more excitement packed into the ten-round preliminary than there was in the real contest. No wonder these six and ten round two-minute bouts are popular in America. They are action and spirit from the word "go."

Jack Dunleavy was heavier and bigger than Prentice, his opponent, but the latter had the pull in skill and speed, and could punch just as hard. He has a great right uppercut, which got him out of trouble on many occasions, memorably in the 5th round, which provided a most pleasing incident which ought to point the finger of mirth at those good, earnest "wowers" who, never having seen a boxing match, pronounce it "brutish."

The 5th was a most torrid session, in which Dunleavy spreadeagled his man with a swing to the jaw. Prentice rose, and Dunleavy, in his

anxiety to finish him, hit wildly and where it hurt least. Pulling himself together, Prentice, with jaw set and eyes fairly sparkling, tore in, and in a second or two had Jack in a bad way. Then both men saw red, and went for each other like derbies, first one and then the other having the upper hand.

Then the gong went, and the fierce looks gave way to smiles, and the clenched fist was replaced by a friendly hand-shake, as both men paid this fine, manly tribute to each other's prowess.

After this Prentice did the more clever work, and pulled the chestnuts out of the fire. It was a close go, though.

MILLIONS FOR RAILWAYS.

BIG FEDERAL SCHEME.

NORTH TO SOUTH AND EAST.

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THURSDAY, JANUARY 15, 1914.

CIVIL WAR.

COLONISATION FAILURE.

SOUTH AFRICAN INDUSTRIAL TROUBLE.

Close upon the recent revolt of Indian workers on the Rand mines here follows a most extensive industrial upheaval upon the State railways of the South African Union. Both of these terrific disturbances have arisen from causes within the control of the Government.

The care and management of an alien colored population of some 100,000 workers on the Rand mines has been a matter of administrative responsibility for the South African Government.

Likewise the disastrous strike now in progress on the railways of that unhappy country arises from administrative causes over which the Government alone have power and authority.

In both cases complaints have been general as to the treatment meted out to large sections of the population, and in both cases the Government came along with a commission of inquiry. In regard to the railway men, this commission of inquiry was appointed some considerable time ago. In the case of the Indian trouble, the appointment of the commission is of more recent date.

The trouble with the Indian mine workers had its genesis in wages below the living level and deprivation of citizen rights. Lord Harding, Viceroy of India, pointed out some little time ago that the Indian natives at work for the millionaire mine-owners of the Rand were being exploited, and it seems an anomaly that of the colossal wealth produced from the South African mining enterprises the immensely prosperous syndicates begrudge to pay a reasonable living wage for the labor employed in the production of their wealth. Hence they have resorted to indentured coolie labor for the performance of the greater part of the work in and about the mines, particularly that of an unskilled character.

Saturated through and through as South Africa is with this poisonous demand for cheap colored labor by the ruling classes and cliques, it appears but a natural corollary that the Government of the South African Union should itself become obsessed with the idea of utilising the same class of cheap colored labor in the State transport services. And we have it directly on the authority of Mr. E. W. Hunt, Whip of General Botha's Party in the South African Parliament, Member of the Provincial Council of the Transvaal, and Member of the Johannesburg Town Council, who is at present in Sydney, and whose statement appears in the "Daily Telegraph" of the 13th inst., that the grievances of the State railway employees were as follows:—

1. The employment of "by-ones" at 3/4 per day, which, together with their coal and housing, was estimated as equivalent to 5/- per day as unskilled laborers.

2. The rate of pay on the Cape railways was much lower than in the Transvaal, whilst Natal paid a little more than the Cape. The Orange Free State paid wages about the equal of the Transvaal. Low wages were paid to unskilled men. The demand was for the raising of the wages to the Transvaal level. The Government, however, lowered the wages in the Transvaal and raised them up a

little in Natal and the Cape.

3. The introduction into the Government Workshops at Pretoria and Johannesburg of piece work as against day labor.

A commission was appointed to deal with these matters, but whilst it was taking evidence the Government suddenly entered upon a scheme of wholesale retrenchment, considered by the employees to be altogether without justification in view of the immense amount of work in hand. The Amalgamated Railway Association then threw up the work of the commission on the ground that its work was being rendered futile by the precipitate action of the Government.

Following upon this, the Government has announced its intention of introducing legislation in the South African Parliament in the near future for the transportation of union leaders, dubbed by them "agitators." Not only has the Government managed the railways in a tyrannical and unjustifiable manner as far as the employees are concerned, but their action in entering upon wholesale schemes of retrenchment after having appointed a royal commission of inquiry, and before it had time to make its investigations, shows the utter humbug and insincerity of the Government to deal with the trouble in a constitutional and law-abiding manner. Then the proposal to banish from the country those who happen to hold a different opinion from the ruling tyrants is the last straw on the industrial camel's back. Finding themselves fooled and flouted, tyrannised over and coerced, the State railway employees have at last broken out into open revolt as the only alternative to submission to oppression by an overbearing and unreasoning capitalist conscious administration.

The unreason of the ruling classes is testified to by a quite independent authority in the person of Colonel A. E. Wilson, D.S.O., otherwise known as "Matabele Wilson," a well-known figure in South African affairs, who took a prominent part in the Boer War, during which he organised Kitchener's famous fighting scouts. Colonel Wilson, who happens to be in Melbourne at present, has given an interview to the press, which was published on the 13th inst., in which he states:—

"The discontent may be attributed mainly to the high and mighty attitude adopted by the big mining houses, which in the old days were all-powerful, and which have failed to realise that times have changed, and the men cannot be driven by the old methods. The men had grievances for years in respect of work, hours and wages. Last year the trouble started in a small way, and a little tact on the part of the mine authorities would have averted the trouble. They adopted a high and mighty attitude, however, and just like a dropped match, set the whole Rand ablaze. Many men after the trouble was settled openly stated that their leaders had been bought, and again dissatisfaction grew and spread, and the men began to complain that the Government had not carried out its pledges made in connection with the settlement. The Government had paid the strike breakers who worked on the mines during the last strike £50,000 compensation for the loss of their jobs when the unionists returned to work."

That is the most eloquent testimony to the ineptitude of the South

African Government by a man of affairs, who cannot by any stretch of imagination be styled a "labor agitator."

The strike has now become general throughout the railways of the Union, and through the medium of the Trades Federation, with which the railway men are affiliated, is rapidly spreading and paralysing industry generally. Having got themselves into disrepute and difficulty, the South African Government's chickens are coming home to roost, for it is reported that the 300,000 native workers on the mines, not at all satisfied with the bona fides of the Government, will in all probability make common cause with the white strikers. We are told the labor leaders are being escorted about with armed bodyguards to prevent kidnapping by the Government. South Africa, therefore, is in a state of Civil War. The civil authority has utterly broken down, and the causes of complaint go to the very administration of the Government of the country. Thus we have a rare, if not solitary, instance of the entire failure of the self-government granted to British overseas colonies.

It might be emphasised here that for a number of years South African railways have been infested with sectionalism, and while such was the condition of the workers there appeared to be little hope of any effective resistance to the arrogance of their masters. But mainly through the instrumentality of Mr. Poutsma, the General Secretary of the Amalgamated Society of Railway Employees, an amalgamation has been effected of practically the whole of the employees coming into one great powerful organisation, and with a continuance of intolerable working conditions and the imposition of many injustices, the railway men are at last in an organised position, enabling them to make some show of protest and resentment.

What the result of the strike will be is difficult to tell. The trend and daily happenings in connection with the present great struggle cannot be grasped fully at this distance, particularly as our channels of information are polluted, and news can only reach us through the prejudiced organs of capitalism and plutocracy in Australia. But this we do know, the grievances of the railway men and other workers in South Africa are substantial. Effort after effort to obtain redress or even an unprejudiced inquiry has been thwarted by the South African Government. At last the workers have entered upon a gigantic strike. We wish them well, and hope for their success, for success to the workers in South Africa means a setback to tyrannous mine millionaires and their minions who dominate the affairs of the country and exploit those who produce their wealth without mercy. A victory for the workers will be a successful blow struck towards universal emancipation and universal justice.

FINES AND STRIKES.

Fines under our arbitration laws for striking are vindictive, but not corrective. The fining of the Darling Harbor strikers affected no good purpose. The law demanded its victim and had to be satisfied.

Recently the members of the Meat Industry Union were fined £3 each for striking. We don't know if the fines have been paid. More than probably they have not. But we do know that the strike or its merits have not been effected in any way except perhaps to prejudice the men. Work is not proceeding, although the law has done its "dullest" some weeks ago, and the issues in dispute have yet to be settled.

Some twelve months ago, or thereabouts, the wharf laborers struck work. The union officials were hauled before the Court and fined. We think the amount was £10. The union promptly instructed the officials not to pay, and there has been no payment from that day to this.

A law which works in this fashion should be corrected, and the farcical sections removed.

TRADE UNIONS RECOGNISED BY BRITISH ADMIRALTY.

A London (England) dispatch states that an important victory for the trade unions has been gained, in that the British Admiralty has decided to award them official recognition. This is interpreted to mean that hereafter in dealing with its employees regarding wages, hours, and conditions of labor the unions of the various crafts will be recognised by the Admiralty as the representatives of the employees. With this general policy established by the British Government it will have a salutary effect upon all corporations equipped to manufacture products used by that Government.

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WEEKLY TALK ON CURRENT TOPICS

BY THE GENERAL SECRETARY.

In the column devoted to branch reports there appears a paragraph relative to the lectures and lectures, which I am prepared to give before branches in the metropolitan districts.

If more attention were given to providing some definite set subject for discussion they would be less complaints of lack of attendances. It is to be hoped that some effort will be made to make meetings attractive enough to induce members to attend in larger numbers than they do at present. I may state that I am prepared to deliver any of my lectures or lectures at five minutes' notice, but owing to my numerous engagements branch secretaries should notify me in good time when they require my services so that the necessary arrangements may be made.

RAILWAY MEN IN HOLLAND.

It is well known that the organisation of railwaymen and tramwaymen in Holland passed through a serious crisis last year. A number of members thought that the organisation had gone astray and had deserted the general class-struggle standpoint of neutrality in party politics. A strong agitation was conducted against this. Some district groups even resigned and the membership dropped from 2700 to 1800. The conflict was peacefully settled at a special annual meeting in Rotterdam. Since then the former members of the "Majority," who supported the Union leaders in the struggle and the "Minority" or "Opposition" have striven hard to work in harmony and to remove the unhappy consequences of the quarrel, and thanks to the hard work, not without success. The postponed congress which was held on the 25th and 26th of October in Amsterdam confirmed the peace pact.

How important it is for every member to put forth every effort for the extension and strengthening of the organisation was recently revealed in a very clear manner. During the festivals held in the memory of the freeing of the country from the French, and for the glorification of "Independence," a declaration was submitted to be signed by men who were employed in one of the small tramway companies, and who recently formed themselves into a district branch to the effect that they

would resign membership and refrain from all activities of the Union. The tramway man, in whose house the meeting at which the branch was held, was not required to make a declaration, but was dismissed according to the terms of notice. The president of the division who refused to sign the declaration was also dismissed. The character of these attacks on the fundamental principle—the right to combine—is the more clearly seen when it is known that the management of the company in question is affiliated with the employers' union and plays an important part in it.

During the Budget debate a petition was drawn up by the organisation with the aim that the Government should attend to the labor conditions of the tramway men. How difficult are the conditions under which they have to carry out the work of organisation is proved by the extraordinarily large number of sectional trade unions. In connection with the two largest railway companies, the number no less than 19. The strongest according to number, are the unions of loco. men (900 and 800 members respectively), the Sekretare Unions (goods clerks), 800, 400 and 400, a Roman Catholic organisation (railway men and tramway men), with about 5000 members, a Christian union with 1000 members, a neutral yellow union with 700, and an anti-social democratic union, of which the membership is not known.

JOCKEY'S EARNINGS.

The earnings of top-notch jockeys have long been a subject of envy to many. Lately, the Wootton Bros. and W. Huxley returned to Australia from the Cold Country. Interviewed at Fremantle, Huxley, the lesser figure of the two, said that England was the finest country in the world for racing. A first-class jockey receives a retaining fee of £1000 to £1500, and in addition £5 for a winning and £5 for a losing mount. Thus, if the boy gets 400 mounts in a season his total earnings should be not far short of £3000, besides handsome presents. Contrast these princely amounts with the insignificant earnings of intelligent men who have devoted years of labor to the acquisition of mechanical skill. Of course all jockeys are not as successful

as the Woottons, and perhaps it is well; otherwise there would be an ardent desire on the part of every puny underized youth to join the ranks of the bandy-legged fraternity.

A CAREFUL CONDUCTOR.

The other day, whilst riding on a William-street car, I came across an ultra careful conductor. This man had a small circular tin similar to those in which cactus are usually sold. Into this tin a small piece of sponge saturated with lysol had been fixed. Instead of fumbling with the refractory tickets, or worse still, utilising his mouth as a damper, this conductor used his own little patent. Evidently this man had a better knowledge of elementary principles than is usually found among tram men. In view of the risks undertaken by handling cash tendered by the unclean as well as the clean and healthy members of the public, it would certainly be beneficial if more conductors followed the excellent example of the one under notice. The contrivance costs little, and is remarkably effective.

THE CLERICAL BOARD.

The Clerical Board dealing with the claims of station-masters, night-officers, clerks and others, met last week, under the chairmanship of Mr. G. S. Beby, and entered upon the somewhat severe task of hearing the voluminous evidence which is to be called. The claims seem to be fairly satisfactory; this is due to the splendid basis laid down by the Amalgamated. It will be remembered that the "All Grades" engaged an expert to work up the officers' claims. This official did his work faithfully and well, with the result that when the newly-formed Officers' Association came into existence, the result of the Amalgamated's labors proved of inestimable value. Although the action of many of the officers leaving the "All Grades" at the first sign of trouble may be censurable the "All Grades" cordially wishes that they may be instrumental in securing an award that will prove satisfactory and workable.

A LIVE M.P.

Captain Toombs, who defeated Varney Parkes for Hurstville so handsomely, is evidently going to be a member who will do things. So many men who are elected to Parliament wrap themselves in a toga of mistaken dignity, and are so busy inviting admiration, that they have neither the time nor inclination to do anything useful. Not so Captain Toombs. Hardly had he been sworn in than one of his constituents, Mrs.

Hayes, sought his assistance in support of her case. Mrs. Hayes is a member of the Amalgamated Association, who has been treated harshly by the Railway Department. The matter was brought before the Chief Commissioner some time ago, but no satisfaction was obtained; since then there has been other developments which make the case more difficult than ever. Nevertheless Captain Toombs is handling the matter in a way that should command success. If the newly-elected member for Hurstville shows the same promptness, energy and enthusiasm in attending to the wants of his constituents as he is displaying in the case of Mrs. Hayes, Captain Toombs' Parliamentary career should be a long and useful one.

GET INTO POLITICS.

Of the 50 Labor members returned nearly all of them are what is known as "little unionists." The big unions, the A.W.U., the Amalgamated Association, and the Railway Workers, with an aggregate membership of 68,000 have not a solitary representative in Parliament.

It is not contended that the "little unionists" are not loyal Labor men, but when industrial legislation is being considered their influence will be thrown on the side of sectionalism. The chief reason why the Industrial Arbitration Act is cast on craft lines is because at the time of enactment there was a preponderance of men in Parliament imbued with erroneous ideas of unionism. It seems to me useless to preach industrial unionism if we are to have our industrial laws made for us by sectional unionists. It is to be hoped that the Labor Federation, which consists of industrial unions, will take the matter in hand with a view to securing the direct representation of industrial unionists in Parliament. At present the sectionalists, who cut no ice whatever on the industrial plane, are all-powerful in Parliament, and use that power to circumvent the big unions that believe in industrial organisation on broad lines.

EXCHANGE WANTED.

Fitter's Mate at Eveleigh wishes to exchange with Pumper or Wash-out Man in the country. Apply, FITTER'S MATE, This Office.

Fettler, Wards River, N. Coast line, wishes to exchange with any Fettler on Goulburn or Canowindra lines. Apply, C. WILKINS, Wards River.

GOVERNMENT ADVERTISEMENTS

COMMONWEALTH OF AUSTRALIA. VACANCIES FOR CLERKS IN THE COMMONWEALTH PUBLIC SERVICE.

A competitive examination for appointment as Clerk in the Commonwealth Public Service will be held in New South Wales on the 5th and 6th days of March, 1914.

The examination is open to males who on the 6th March, 1914, will be not less than 15 years of age, nor have reached their 22nd birthday. The commencing salary is £60 per annum, and appointees may advance by annual increments to £200 p.a.

A successful candidate appointed away from his home will be paid an allowance to bring his salary to £78 per annum until his salary exceeds that amount by annual increments.

Applications to attend the examination must be lodged with the Secretary to the Commonwealth Public Service Commissioner, Melbourne, not later than 28th January, 1914.

Application forms and full particulars regarding the examination may be obtained from the Commonwealth Public Service Inspector, The Banking House, 228 Pitt Street, Sydney.

D. C. McLACHLAN,
Commissioner.

W. J. CLEMENS,
Secretary.

SOUTH ANNANDALE P.L.L.

The annual meeting was held at 61 Macaulay-road on Thursday, 8th January, Mr. G. Radford in the chair. Minutes of meeting read and received. Correspondence read and adopted. It was decided that a letter be sent to the Hon. A. Griffith, M.L.A., in connection with the proposed tram line in Crystal-street, Petersham. The following were elected officers:—President, Mr. G. Radford; vice-presidents, Mr. G. Smith, Mr. P. Hunter, and Mr. C. Payne; hon. treasurer, Mr. Whiteman; hon. sec. Mr. J. Hunter; press secretary, Mr. J. P. Upham. A vote of thanks was accorded Mr. J. Hunter, hon. sec., for his past services. Mr. Hunter suitably replied. The secretary was instructed to write and thank Mr. J. H. Catts, M.H.R., and Senator Lynch, W.A. (through the hon. sec. P.L.L., Trades Hall, Perth, W.A.), for their services during the recent State elections. Re the formation of an electorate council in Annandale, it was decided to leave the matter in the hands of the secretary.



YOU

can live well on one of these acre lots. We know, because we have seen it done. An acre of soil such as this yields as well as lots five times the size elsewhere. Under close cultivation or specialising in such things as tomatoes, asparagus, rhubarb, strawberries, &c., in conjunction with poultry or bee-keeping, many of our former purchasers make quite respectable incomes. Ask for our booklet, "A Living Area," showing you how to do it. Only a few copies available.

Beaconsfield Estate, BANKSTOWN.

In addition to the splendid quality of the soil, has the added advantage of being within easy distance of the station and only 35 minutes from there to the City. An ever-ready market awaits the goods, and the producer gets his returns with a minimum of expense and delay. We have sold a lot of land for farming purposes around Bankstown, but this is undoubtedly the best so far as quality is concerned.

Beaconsfield Estate is situated close to the Junction of George's River-road and Chapel-street, and has a long frontage to the former. A few minutes away is the Post Office, Church, and Public School.

AUCTION, SATURDAY, JANUARY 24th.

We will sell this Property by Auction at 3 p.m. on the Ground. The Blocks run from one to 7 acres, and every one is a good investment.

EASY TERMS,

of £1 deposit and 10/- monthly, including interest, for every £25 purchased.

TORRENS TITLE.

Plans from our Local Agent, Mr. Tritton, who will drive clients out to the property, or direct from

Arthur Rickard & Co.
Real Estate Specialists

The Password to Prosperity:—
"Rickard's Easy Terms."

OUR AMERICAN MAIL.

(FROM OUR CORRESPONDENT.)

FOREIGN IMMIGRATION TRENDS TO SUBMERGE ENGLISH-SPEAKING WORKMEN.

Washington, Nov. 22.—Like Niagara, the flood of immigration to the United States continues unabated. Most remarkable is the fact that the Southern Italians continue to pour into this country in an ever-increasing volume. During the month of September there landed at American ports 31,804 Southern Italians. Closely following came the Hebrew, with 15,141. A close third was Polish, with 14,319. Then come Croats and Slovenians, 6,011; Germans, 5,102; English, 5,679; Northern Italians, 4,586; Irish, 4,524; Scandinavians, 4,384; Russians, 3,963; Ruthenians, 3,578, the balance being scattered between twenty-seven different nationalities, with a small number not designated as to nationality. The total immigration for the month of September was 136,247. The increase over the previous month, August, was 10,067 immigrants. Classified according to occupations, the September immigration list included: Farm laborers, 20,345; laborers, 24,421; servants, 17,103. Among those declaring themselves as tradesmen were 3647 tailors, 1748 carpenters and joiners, 1636 seamstresses, 1266 dressmakers, nearly all of the known trades being represented in the remaining number included in this classification. The distribution of these immigrants forms another interesting chapter in the immigration story. Those admitted during September were destined as follows: New York, 40,535; Pennsylvania, 22,646; Illinois, 12,132; Massachusetts, 9,949; Ohio, 7768; New Jersey, 6531; Michigan, 5265; Connecticut, 3983; while the balance were distributed to the various other states. There were debarred during the month under consideration 2337, the greater number being excluded because of the likelihood of their becoming public charges. For the months of July, August, and September there have been admitted to the ports of the United States 400,671 alien immigrants. During September there departed 19,241 emigrant aliens, and for the three months, July, August and September, 68,917 emigrant aliens departed. If the ratio of immigration continues during the balance of the fiscal year the same as the three months just noted, July, August, and September, the total immigration for the year will aggregate 1,602,684, or the largest immigration ever recorded in the history of this country. The greatest number of immigrants admitted in any fiscal year heretofore was in 1907, when 1,285,349 were admitted to this country. From the above statistical information it becomes apparent that Congressional action will have to be taken soon if the submerging of American citizenship is to be avoided. The constant stream of foreigners, most of whom are exploited by the large corporations, cannot rise above their squalor, long hours, and meagre wages, with an ever-increasing number of aliens being crowded into the labor market. The immigration bill passed by Congress at the last session and vetoed by President Taft would have afforded some relief. But there is an invisible influence at work constantly to thwart any efforts to reduce this foreign human cataract. It is with little difficulty we trace at least a part of this influence—but the crux of the whole situation is that employers of labor are desirous of always having a crowded labor market to draw from, that workmen may be compelled to compete with one another for jobs. The present situation must be corrected by the passage by Congress of an effective immigration bill.

DISCERNMENT.

HUMAN V. PROPERTY RIGHTS. SECRETARY OF LABOR ADDRESSES SEATTLE CONVENTION.

LAW CREATES PROPERTY TITLES GENERAL WELFARE OF SOCIETY TRANSCEND PROPERTY INTERESTS OF CORPORATIONS AND INDIVIDUALS.

Seattle, Wash., Nov. 23.—Secretary of Labor William B. Wilson addressed the American Federation of Labor Convention on November 12. He discussed the situation in Michigan with regard to the strike of the Copper Miners, and declared that he would make public not only the wages paid to the miners, the hours

they worked, and the labor conditions, but the enormous profits of the mine owners. Continuing, he said: "The Department of Labor as now organized and directed will be utilized to co-operate with the great trade union movement in its effort to elevate the standard of human society. One of the general duties imposed on the department is that of promoting the welfare of wage workers. The one great specific duty imposed on the department is to act as mediator and to appoint commissioners of conciliation between employers and employees that does not presuppose collective bargaining and there cannot be collective bargaining that does not presuppose trade unionism." In speaking of the situation at Calumet, Mich., the secretary said it had heretofore been the custom to investigate wages, hours and conditions of labor and report. This time, he said it had been determined to go a step further and investigate the earnings of the corporation involved. "And the little bit of confidence that I am going to give to you is an advance statement of one of the items in that situation—that the largest corporation in the production of copper in the Michigan district was organized in 1870, that the face value of its capital stock is 2,500,000 dollars. The shares are 25 dollars each. They were purchased at 12 dollars each, so that the actual investment is 1,250,000 dollars. From that time until one year ago, the last fiscal report that we had, a period of forty-two years, that corporation declared dividends 121,000,000 dollars, and made reinvestments out of its earnings of 75,000,000 dollars. Nearly 200,000,000 dollars of actual net profits in a period of forty-two years on an investment of 1,250,000 dollars! And then the corporation not only protests against meeting committees of their workmen, but refuses to accept the good offices of the Department of Labor in negotiating the difficulty. They say their property is their own; that they have the right to do with it as they please. Maybe they have, but those who take that position have a false conception of the titles to property. Law has created those titles," he continued, "not primarily for the welfare of the man to whom it conveys it, but for the welfare of the community. If any individual or corporation takes the ground that the property is his own, that he has the right to do with it as he pleases, and fails to take into consideration the fact that the law has only been conveyed to him as a trustee, for the welfare of society, then he is creating a condition that will cause society to modify or change these titles to property, as it has a perfect right to do whenever in its judgment it deems it for the welfare of society to do so." Mr. Wilson condemned the sending of strike-breakers by private employment agencies, and said he wished to see organized a bureau of information, handled like the weather bureau, that would gather information as to where men could find employment, and give all the details, these to be posted in post offices and other public places. "Then," he continued, "when a man comes into a community for the purpose of taking the places of strikers, he does so with his eyes open. In the recent street car trouble in Indianapolis we offered our good offices before the strike began," he said, "and had a storm of abuse heaped on us by members of the Manufacturers' Association on the ground we were giving encouragement to trades unionism by sending our representative in there. Notwithstanding that storm of abuse, the representative went in there, and when the strike occurred it was ultimately adjusted. We sent a representative out to the Colorado coal mine strike. We got into the strike situation before the strike had occurred, but we have thus far failed to secure an adjustment of the difficulty. We are not through with it yet by any means."

ARROGANCE.

OPEN FIGHT BY W. B. WILSON. COPPER MINE OWNERS "OFFENDED" BY SEATTLE ADDRESS.

Washington, Nov. 22.—It is reported that a telegram, inspired by the Copper Mine owners of Calumet, Mich., has been sent to the President of the United States, protesting against the address delivered by

Secretary of the Department of Labor, William B. Wilson, in Seattle, Wash., recently. It is also claimed to be the forerunner of a movement to force the resignation of Wilson. Secretary Wilson, in the address, referred to, took occasion to announce that the actual investment made by the largest corporation in that district, was 1,250,000 dollars, and that in forty-two years dividends of 121,000,000 dollars had been declared upon the capital stock, aside from investments made out of its earnings of 75,000,000. It is asserted that about 150 signed the telegram, and the President is urged to demand the resignation of the Secretary of Labor. The expressions used by Secretary Wilson with reference to the rights of property very closely follow the lines of the opinions heretofore expressed by the President himself. Therefore, it is not expected that the telegrams demanding the resignation of Secretary of Labor Wilson will have any effect whatsoever. If the stating of the truth, as was done by Secretary Wilson, is offensive to the Copper Mine Operators, it is not to be wondered at, for the arrogant position that they have taken indicates that they propose to use their power to crush any individual or combination of individuals who do not thoroughly coincide with their program of extracting fabulous profits. The shedding of light upon the dark operations of the copper operators in the treatment of their workmen and society is not taken kindly to by the mining magnates.

EVOLUTION.

CARPENTERS AMALGAMATE.

REFERENDUM VOTE SHOWS UNANIMITY OF MEMBERS.

EFFECTIVE FROM JANUARY 1. GREAT BODY OF WORK WORKING CRAFTS UNDER JURISDICTION OF BROTHERHOOD.

Washington, Dec. 2.—The plan to amalgamate the United Brotherhood of Carpenters and Joiners and the Amalgamated Society of Carpenters and Joiners has been ratified by a referendum vote of the general membership of both organizations and the result publicly announced. The amalgamation is to take place on January 1, 1914, and on that date approximately 9000 members of the Amalgamated Society who live in this country will become members of the United Brotherhood. The Amalgamated Society of Carpenters and Joiners is an English organization, maintaining headquarters in London, England, the American portion of the organization being represented by a Secretary located in New York City. One of the glorious obstacles in the way of amalgamation has been the system of benefits provided for by the Amalgamated Association. This matter, however, was settled satisfactorily to the membership of the Amalgamated Association before the referendum vote was sent out. The benefits to which the members of the Amalgamated Association are entitled will be protected under the terms of the amalgamation.

JUSTICE.

COURAGEOUS UTTERANCES.

SECRETARY OF COMMERCE REDFIELD ADDRESSES SHIP OWNERS.

PROFITS, IN THIS AGE, CANNOT BE BASED ON STARVATION WAGES.

Washington, Dec. 13.—"If the door is not to open wide to a happier future for the workmen's children, together with cause for prosperity to his employer—if those two things are not to co-exist, our civilization is a grand mistake." The above was the opening sentence of an address delivered by Secretary of Commerce Redfield at the annual banquet of the Association of Passenger Steamboat Lines, held in this city. The meeting of the Passenger Steamboat Association in this city was promoted by the fact that the La Follette Seamen's Bill, which passed the Senate, is about to receive consideration in the House. The association, of course, is bitterly opposed to the passage by the House of this bill, and predicts dire catastrophe should this measure become a law. The speech delivered by Secretary of Commerce Redfield, however, intimates that the Department of Commerce is not in accord with views of the Passenger Steamboat Association. "Public opinion should not and will not," Mr. Redfield said, "tolerate an industry which operates to deprive of all opportunity the men employed in it. In America there is no class which has a preferential right to the finer homes and social distinctions. What is now needed is not accession to the wealthy class, but a diminishing of the poverty class. While the shipping interests may not earn as much under this policy, they should bear in mind the spirit which holds that men in the ship or on the ship are worth as much to the nation as are its officers or directors. We shall quite misrepresent the spirit of the time if we do not understand the public thought to be less and less concentrated on money

A GREAT SOCIALISTIC EXPERIMENT.

It is a fact, not without significance, that the country which is supposed to be the special oyster of private enterprise—where railroads, tramways, telegraphs, telephones, and even waterworks are run by privileged interests—should have conducted the greatest experiment in Socialism that the world has seen. The successful construction of the Panama Canal represents the finest achievement of human skill and energy for a single work known to man. Private enterprise had taken the job in hand and failed, with a failure that was as colossal as the undertaking itself. In the aftermath of DeLesseppe's downfall at Panama were included ruined reputations, revelations of wholesale corruption, suicides, financial disaster, and political chaos. In the wake of the American Government's success in national prosperity, a reshaping of the map of the world, and fame for the great intellects that planned and carried out a work of such magnitude. Before Panama, it was said, more particularly in the United States, that national control of even public utilities would spell bribery and plunder; that inefficiency and Government jobs went hand in hand; that the "political pull" would creep in and destroy initiative; and that the burden of cost, on such a scale as Panama necessarily would involve, would stagger humanity.

Panama has disposed once and for ever of these "spooks," conjured up by private enterprise, but it has done infinitely more than this. It has proved that the principles of co-operative effort, or Socialism, which ever it may be termed, can succeed where the application of the gospel of every man for himself and the devil take the hindmost has spelt ruin and disaster. As Mr. Ray S. Baker has recently pointed out, in the "London Magazine," the United States Government has succeeded in every branch of the canal work primarily because its first care was for the health and comfort of the workman. Under the DeLesseppe management the death-rate reached the appalling figure of 240 per 1000, whereas under the able health administration of Colonel Gorgas the death-rate in this disease-ridden jungle was reduced to 16 per 1000—a rate less by 25 per cent. than that of a number of northern American cities. Not only were the principal centres of activity carefully "combed and groomed," but the outlying native settlements were scrupulously cared for, water supply, refuse, and mosquitoes receiving vigorous attention. The lesson impressed upon one and all was that there can be no safety where the health of the humblest man is left unguarded. Hospitals were established on a design that to many savored of extravagance, so great were the comforts provided, but the expenditure in the long run proved to be the soundest of investments. The American authorities recognised,

and more and more concentrated upon men. Our men and women, all of our men and women, and not a part of them, are even in an economic sense our most valuable possession. Public opinion should not, and I think will not, tolerate any industry which operates in such a way as to deprive of all opportunity, much less to injure, the men employed in it. There is a higher law of conscience awake in the land which is rather intolerant of the old excuse for low wages—that they are the market price—which takes advantage of this alleged truth to pay men and women sums on which they cannot live in decency. He will be the wise and far-sighted manager of a ship as well as of a factory, that recognises his men as the most important factor in his successful operation. There is no permanent profit to be made out of the lowest wages which poverty forces the worker to take, neither is it an answer to the demand for better wages, that the business cannot be run profitably on that basis, and with its present methods. If that is so—if the choice has to be made between a business run at a profit through holding human beings down to a less-than-living wage and under brutal conditions, and abandoning that particular business—if that hard choice has to be made—I am quite sure the public mind, after patiently considering the matter, will decide to do without the industry and get what it wants in some other way. Here in America there is no business class for whom 'men must work and women must weep,' and for whom our laws are made, who have a preferential right to the finer homes and the social distinctions and the choicer bits of life. It is far better that there should be more modest and comfortable homes for the poor than that there should be more gilded mansions for the rich. Possibly a corporation may not earn as largely as to-day under the spirit which says the men in its shop or on its vessel are worth as much to the nation as are its officers or directors. If it cannot so earn it will have to be content with less. But it will be better so for the nation, if contentment and some degree of the workers."

however, that although health conditions were the first essential to success home comforts ran them close. The Government therefore set out to invade the domain of private enterprise by building comfortable houses, with lawns and plantations, for the workers, who occupied them rent free. But the State, as landlord, good as it was, without further governmental interference, would have left the Panama population at the mercy of the rings and trusts of commerce. So the extraordinary spectacle was witnessed of the United States Government opening "community stores" where "the best products were sold at practically cost price," with the result that Mr. Baker points out, "living is cheaper to-day on the Isthmus than anywhere in America."

As though Government importation were not a sufficient violation of the sacred tenets of private enterprise, the American Government built a huge bakery, and supplied bread at 2d per loaf. It erected an ice plant, turning out over 100 tons a day; it became an icecream vendor all along the Canal banks; it opened a steam laundry for Government employees and outsiders; and even became the butcher for the population. It must come as a shocking blow to the worshippers at the shrine of "private enterprise" to think of Uncle Sam, at Panama, making and putting on the general market such products as talcum powder, bay rum, tooth powder, flavoring essence, running a coffee mill and hotels and restaurants innumerable, and even a newspaper. All this should, of course, have spelled disaster, but instead of inefficiency or slackness or lack of initiative being in evidence at Panama, it may be said that there never was a great work undertaken anywhere in the world where all the attributes supposed to be monopolised by private enterprise were as much in evidence as in this vast experiment in State Socialism. From Colonel Goethals, the unobtrusive genius in charge of the work, to whom the task has been a labor of love, down to the humblest workman, practically everyone seems to have given the best of his talents to the duties before him. Finally, Panama has demonstrated this fact which is now beyond any dispute, that the white man, if properly cared for and fed, and given reasonable recreation, can work better in the tropics than the tropically native born. The United States laid the world under a debt of gratitude for the splendid efficiency and fine humanitarianism it has displayed in cutting the Isthmus of Panama, and is to be congratulated on having practically completed the great work for £1,800,000, or £2,000,000 less than Colonel Goethals's original estimate. But while she has given a new trade route to other nations and to herself, she has, as Mr. Baker says, found her own strength, and has "learned something of the stupendous potentiality of concerted action."

OBITUARY.

NO. 1 SYDNEY BRANCH.

MR. JOSEPH WORRELL.

The death occurred on Tuesday, the 6th of January, of Mr. Joseph Worrell, an old and respected resident of Armidale, who for many years had been employed in the Railway Department as storeman, pump, and examiner. Mr. Worrell was highly esteemed by all railway employees. He retired from the railway service some years ago, and of late his health had failed him, and in spite of medical skill and tender nursing by his loving daughters, he passed away at the great age of 76 years.

Mr. Worrell, who has been a widower for 30 years, leaves a grown-up family to mourn his loss, three sons and three daughters: Messrs. A. Worrell (pumper), Taree; F. Worrell (shed chieftain), Werris Creek; and Mr. G. Worrell (express driver), Armidale.

Mr. Worrell was an old member and officer of the Railway and Tramway Association, and had done good services for it, and on behalf of the Association we extend heartfelt sympathy to his relatives in their sad bereavement.

MR. ROBERT SCOTT.

Mr. Robert Scott, late general foreman of the locomotive workshops, died suddenly at his residence, "Roxton," Brown-street, Newtown, on Monday morning, December 29th. The deceased gentleman, who appeared to be in the best of health, was in King-street, Newtown, on Saturday, the 27th, conversing with his many acquaintances, and it came as a great shock to them to learn on the Monday that he had passed away so suddenly. It appears that he was in the act of assisting one of his relatives up the stairs in his house when he suddenly collapsed, and notwithstanding the efforts of two medical men who were at once summoned to his aid he passed away, the immediate cause of death being heart failure, probably due to the excessive heat.

At the time of his death he was 65 years of age. He was born in Buckingham (England), arriving in New South Wales with his parents when he was nine years of age. (His father was one of the first locomotive engineers on the New South Wales railways.) He joined the railway service as an apprentice to the engineering in 1863, and worked his way up until he became general foreman at the Eveleigh workshops. He retired in October, 1912, on six months' leave of absence on full pay, after 49 years' service. The deceased was a most popular

man both inside and outside the Railway, and was universally respected by all with whom he came in contact—especially by his fellow workers and superior officers; and his kindly actions and generous sympathies endeared him to all. He was an active church worker at St. Stephen's (Church of England), Newtown, and was also a prominent Mason and a councillor of the Railway Institute, Devonshire-street, since its inception 20 years ago. He leaves a widow and three daughters (Miss Vina Scott, Mrs. Ramsay Sharp, and Mrs. Horsfield), and three sons (Messrs. Leslie, Harold and Ray Scott).

The funeral, which was largely attended, took place on Wednesday afternoon, 1st December, from the deceased's late residence. A short service was held at the house of the Rev. E. Denton Fethers (Acting Rector), of St. Stephen's, who also conducted the service at the graveside. The principal mourners were the sons (Messrs. Leslie, Harold and Ray Scott), his brother (Mr. John Scott), and a number of nephews and other relations.

About 300 of the deceased's fellow workers in the railway workshops walked four deep ahead of the hearse to the Newtown Railway Station, where the coffin was transferred to the special train which conveyed a very large number of mourners to the Brookwood cemetery.

Amongst those present were: Mr. G. Newton, a very old friend and the oldest ex- loco, inspector; Messrs. J. H. Catts, M.H.R., H. Carruthers, J. Adam (Newcastle), N. Munson (one of the first loco engine drivers of N.S.W. railways), R. Hamblin, G. Dennison, R. H. Hill (chief draughtsman), E. Dean (secretary of Railway Institute, representing the council), L. H. Lock (St. Stephen's Church warden), R. Rayment, G. Hume, J. Smith (foreman turner), D. McGrath (foreman boilermaker), J. Taylor Child, L. Bell, J. Fisher, H. Painter, (inspector), A. Stanton (foreman painter), J. Pead (loco, staff examiner), J. Hurst (loco, leading fitter), F. Iredale (foreman workshops), J. Scouler (works manager), J. Warran (assistant works manager), R. Burns (foreman boilermaker), R. Baker (late loco, inspector), G. Deir (leading boilermaker), W. Forbes (foreman painter), A. G. Taylor (electrical department), R. Maxwell (foreman blacksmith), J. Smith, W. A. Nelson, W. Harvey, W. G. Walter, E. Steel, A. Hull, J. Dawson, J. Campbell, J. Bayliss, J. Wilson (foreman new erecting shop), James Wilson, E. J. Brown, A. Taylor, J. McCarney, F. McCarney, W. Clark (late loco, inspector), E. Fletcher (late loco, inspector), A. McBeth, J. Robb, J. D. Smith, B. Robertson, T. Cahill, E. Peterson, D. Thorpe, W. D. Davidson, P. Hampson, J. H. Williams, J. Webster (foreman Eveleigh works), C. Schilling, E. Law, J. E. Bayliss, J. Russell, J. C. Harford, A. Bennett, W. Foster, H. Scott, J. Hayes, A. Ashcroft, J. Starkey, R. Tempest, E. W. Vernon, J. Ashwood, and others.

HURRY AND SAVE MONEY AT THE BIG 1-YEARLY SALE.

SPECIAL BARGAINS in good Two-Piece WASHING SUITS.

16/6 Plain Crash Two-Piece Washing Suits, Special 12/3

Well tailored two-piece Suits in best plain material, Crash. Newest single breasted Coat with detachable buttons, three patch pockets, seam and vent back, dressy pants with belt loops and side pockets. Usually 16/6. Special value at 12/3

30/- 35/- 37/6 COOL STRIPED FLANNEL TWO-PIECE WASHING SUITS - - - 23/6

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arguments that have preceded during the last ten years that their interests, and indeed their industrial salvation, depended upon the healthy existence, the power and influence of a great all-grades combination of railway and tramway men.

It was resolved—"That the Executive of the Association be asked to approach the Government, pointing out the unfortunate position in which railway and tramway men were placed in regard to Wages Boards and their industrial conditions, and to ask that steps be taken to remedy these disabilities as matters of urgent importance."

SYDNEY BRANCH MEETINGS.

A letter was read from Head Office notifying that the General Stores Branch met on the same night as Sydney Branch, and asking that the overlapping might be remedied by a conference between the two branches. Before the matter had been finally dealt with by Sydney Branch, word

was received from the General Stores Branch to the effect that they had met the situation by altering their meeting to the second Thursday in each month. Sydney Branch will, therefore, meet on the first Thursday in each month at the Head Office.

Mr. Armstrong, the branch president, was in attendance during the latter half of the meeting, but at his request the late General Secretary continued as chairman for the whole meeting.

After a number of other matters of importance to members had been given consideration, the meeting terminated.

The Commonwealth Public Service Commissioner (Mr. D. C. McLachlan) notices an examination for appointment as clerk to be held on the 5th and 6th March, 1914.

The examination is open to candidates between the ages of 16 and 21 years.

When the Cold Threatens

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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Out Price, 2/11

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Absolutely the most reliable **BOILER and WASHER COSTUME** offered, or ever likely to be offered. Made from "Potter's Celebrated Satin Linons," in blue, green, grey, and tussore, ground with deeper shade stripe, 5 piece skirt, seam down centre front, panel back, 2 yards wide at foot, self tabs on bodice, finished piping and buttons.
Usual price, 8/11
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SINGLE BED HONEYCOMB QUILTS
OUT, 1/11
DOUBLE BED DO. 4/6 each
53/54 WHITE TWILL SHEETING
OUT, 6 1/2 d Yard
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Out Price, 11 1/2 d Yard
EXTRA HEAVY WHITE TURLISH TOWELS; Size, 52 x 27
OUT, 1/- Each
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OUT, 2/4 1/2 Doz.
LOOM DAMASK, 50 inches wide
OUT, 8 1/2 d Yard
STRIPED DRILL, Navy and Butcher Grounds
Usual ... 7 1/2 d Yard
OUT ... 4 1/2 "



A Becoming **COTTON VOILE ROBE**, square neck, 3 sleeves, self buttons, in wine, helio, brown, royal amethyst.

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Out Price, 6/11

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36in. **LINESS**, in all shades; also Black and White
OUT, 4 1/2 d Yard
WHITE HAILSTONE MUSLIN,
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AMERICAN PRINT, Light Ground in Spray or Spot Designs
OUT, 2/11 Doz.
FINE CAMBRIC, Striped design, "A PLUM"
4 1/2 d Yard
SILK MUSLIN, 42in. wide, in Helio, Navy, Brown, Amethyst, Petunia, and Nil
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OUT PRICE, 3/9 Doz.



A chic little **ONEPIECE ROBE**, of spotted or striped foulard, self collar and buttons, 3 sleeves, 3 piece skirt, colors navy, royal saxe (black with white spot), mole and amethyst.
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YOUTHS' TWEED SUITS, Long Trousers; Coats, back vent, latest cut
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500 MEN'S DARK COTTON TWEED TROUSERS; Sizes, 3 to 7
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Usual Price ... 10 1/2 Yard
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APPEALS BOARD.

THE BOARD.

MR. FRASER.
(Chairman.)
MR. J. S. SPURWAY.
(Secretary for Railways.)
(Chief Commissioner's Representative.)
MR. E. D. CAMPBELL.
(Elected Representative of whole Staff.)

THOMAS ANGLIM, Guard, Sydney, 11/6 per day.

Charge: Guard Anglim, in charge of No. 1 South Coast train, ex Darling Harbour, on 7/10/13, occupied an excessive time, viz. 65 minutes, in attaching 32 empty waggons to his train, notwithstanding the fact that the vehicles were all coupled up ready for despatch, with the result that No. 7 was delayed 15 minutes at Sydney, and No. 3 was delayed at Edgeware-road from 3.50 until 4.25 a.m., and in consequence had to be stowed at Sydneyham until 9.27 a.m.

Decision of Officer: Reduced to the position of Assistant Guard at 9/- per day. 29/11/13.

Appellant in this case was undetected, and pleaded not guilty. Walter Neary told the Board that he recollected the delay to No. 1 on 7/10/13. The trucks were put on by the shunter on the Friday night. These were never moved. I went down and took stock of these on the Sunday evening. The trucks were all coupled up ready to lift. No trains had been in the siding after the trucks were put in. These were on the straight road. These trucks were not foul at the Sydneyham end. These would be foul at the Edgeware-road end. I would say that there was nothing in the siding to move these trucks at all.

Chas. M. Innes, night-officer, said he recollected the delay to No. 1 on 7/10/13. I had 37 trucks to put on. Guard Anglim could only lift 34. I examined these half an hour before the train was ready. When the train was pulling out there were two trucks with patent couplings, and these parted, causing a delay of ten minutes. I then saw the guard and told him he was blocking traffic. The guard said that there were too many long couplings on the train, and he wanted to get some short ones. I considered half an hour ample time. It is only when Anglim is on the train that more than half an hour is occupied. This happens twice out of three times that he is on the train. Other guards do not take more than half an hour. I know of no regulations that says that only standard couplings must be used. There is a regulation which says that the couplings must be in the slot. I told the driver to go ahead till I put him into the siding. It would take 5 minutes to put a train into the siding—8 to 10 to take the numbers, and about 5 to back the engine on to the train. He had already tested his air while in the siding. The guard told the driver (when in the siding) to test the air.

Agard could not test the brake on each truck of 34 vehicles in 10 minutes. I know that the guard had to go to the driver to bring him to one truck which had a defective brake.

Robert Jones, Guard, gave evidence. Was in charge of the shunting on Friday night, the 3rd November. I left the trucks all coupled up. All a man had to do was to back straight in. I left the trucks foul of the Sydneyham end of the loop. Some of the couplings were on the two hooks. There is a regulation which says that these must not be left on the hooks. The regulations say that a man must test the brakes on each truck. It would take two examiners ten to fifteen minutes to examine a train like this.

Anglim, the appellant, then addressed the Board. When he got to Sydneyham he cut the engine off and ran it ahead, and the N.O. turned it into the siding. Then went along and took the numbers, and found five couplings short. Found three of these, and the driver found two; also found five door pins not in. When pulling out, the patent couplings parted twice; when pulling out on to the main line found one truck skidding. We were also delayed 10 minutes by signals. I never saw the night-officer in the siding at all. I still say that these trucks were not coupled up in five places.

S. Rogers, driver, said he was driver for Anglim on 7/10/13. The guard cut the engine off on the main line. The fireman attached us to the trucks. I did not see the N.O. in the siding. He did not come and speak to me at all in the siding. The guard said he was short of couplings. I found two. I consider we lost 20 minutes through the patent couplings. When we got on the main line the guard came to me and I had to go back and unscrew the waste water plug and then screw it up again. This truck was about 22 trucks from the engine. To do all this would take anything from 15 to 20 minutes. I distinctly recollected the fact that we had trouble with the couplings, and also the brake that was skidding.

Decision: Appeal dismissed (Mr. Campbell dissenting). He considered that the guard reasonably accounted for the time occupied, and considers the punishment should be removed).

JOHN DONACHIE YOUNG, Shunter, Wallerawang, 9/6 per day. Decision of Officer: Dismissed, 2/12/13.

NO. 1 SYDNEY BRANCH.

IMPORTANT MATTERS DISCUSSED.

VIEWS OF EX-GENERAL SECRETARY.

The usual monthly meeting of the No. 1 Sydney Branch was held at the head office of the association, Orchard's Buildings, on Thursday evening, January 8th. In the absence of the president of the branch, Mr. Armstrong, who was attending an important Friendly Society gathering in connection with the dockers' strike, and also in the absence of the vice-president, Mr. J. H. Catts, M.H.R., was voted to the chair. There was a good attendance of members.

The minutes of the previous meeting were read and confirmed.

Correspondence was read and received. A circular from Head Office was read, notifying that branches were only to be allowed representation at the annual conference on the basis of their financial membership. The branch secretary reported having made an investigation of the books, and stated the financial membership of the branch, and the rules affecting the matter were read.

The acting chairman was asked his view of the rules, and explained the same. He urged the Sydney branch, as well as all others, to fall in with the views of the executive in regard to financial matters, especially at this particular time.

After a general discussion it was resolved, on the motion of Mr. J. Cunningham and Mr. Sigle—

"That the branch was well within its rights in appointing three delegates to the conference."

CONFERENCE DELEGATES.

The secretary stated that, as Mr. Catts was present, he would take the opportunity of stating the position in regard to the election of delegates to the conference. At the last meeting Mr. Catts had been nominated as a delegate, but his consent had not been given to the meeting. It was therefore decided to appoint him as an alternate delegate. Now they had Mr. Catts present, and there seemed to be a general desire that he should be at the conference as a delegate. There were a number of matters to be discussed in connection with which the experience and advice of their late general secretary should be available. He had therefore decided, with the consent of the branch, to resign as delegate, in order to enable their late general secretary to be appointed as a delegate direct—that is, if Mr. Catts was agreeable to take the position.

A general discussion followed, which showed the branch to be unanimously in accord with the views expressed by their secretary. Mr. Armstrong, president, who came into the meeting late, stated that he would be quite prepared to stand down as delegate, in the same way as Mr. London. Indeed, any of the delegates would do so.

Mr. Catts stated that he was willing to attend the conference as a delegate, and would do all in his power to assist the Association. Indeed, although he had not been an officer of the Association for nearly twelve months, his active interest and co-operation for the benefit of the organisation had not ceased.

It was then resolved that Mr. London's resignation as branch delegate be accepted, and that Mr. London be thanked by the branch for his patriotic action.

It was further resolved that Mr. J. H. Catts, M.H.R., be a delegate from Sydney Branch.

This leaves the delegates as follows:—Messrs. J. H. Catts, M.H.R., W. Armstrong, and J. Cunningham, with Mr. F. Pinkstone as alternate delegate.

ANNUAL CONFERENCE BUSINESS.

The chairman then stated that this was the last night upon which business could be taken for the annual conference. A number of resolutions were moved to be sent on for the business paper, the ideas being stated by the mover, and the chairman drafting resolutions.

The first resolution was moved by Mr. Proud, seconded by Mr. Munro, as follows:—

"That the Superannuation Act be amended to provide a minimum payment of 30s per week to all employees upon retirement from the service."

In referring to this matter the acting chairman stated that if the benefits of the Act were to be increased the employees would need to be prepared for an increase in their contributions. At present they were paying 14 per cent. on their total salary. An employee with 30 years' service, and an average salary of £150 per annum, would contribute £27 10s to the Superannuation Fund, and be entitled to an annual superannuation allowance of £75 per annum. At 60 years of age the expectation of life of an ordinary man was 10 years. In such a case an employee would draw £750 in total payment of £67 10s. That gave them an idea of what they were

paying at present for their superannuation allowances. If the scheme was reviewed to increase the benefits, the probabilities were that there would be a wholesale reconstituting of the payments on the upward grade. No other branch of the Public Service, with the exception of the Judges, were in so fortunate a position in this respect.

After further discussion the resolution was carried to be sent on to the conference.

On the motion of Mr. Munro, seconded by Mr. Cunningham, it was resolved—

"That the Superannuation Act be amended to allow all employees who may be dismissed or may resign from the Service the refund of all contributions paid in."

Carried.

Mr. J. Cunningham moved and Mr. Armstrong seconded—

"That the Workmen's Compensation Act be amended as far as the Railway Service Superannuation Act is concerned, so as to prevent its interference with the superannuation benefits to the representatives of employees who may be killed on duty."

This resolution arose out of a discussion in regard to superannuation matters, and was suggested by the chairman. He stated that at present the Superannuation Act provided for a gratuity or lump sum to be paid to the legal representatives of employees killed on duty. The Superannuation Act provided for compensation amounting to £400 in such a case, but included a clause which enabled the employer to deduct from the £400, compensation money, any sum payable or recoverable under any other Act. Thus, if the Superannuation Act granted a gratuity of £200, the Chief Commissioner was able to deduct this amount from the £400 payable under the Workmen's Compensation Act, which really reduced his liability to that extent. That is why, in nearly every case, the Superannuation Board had paid the minimum amount of gratuity under the Superannuation Act to the representatives of employees killed on duty. To pay a higher amount would merely relieve the Railway Department of its obligations under the Workmen's Compensation Act, without benefiting the employees' representatives at all.

The motion was carried. Mr. W. Sigle referred to the manner in which the department dealt with newly-made permanent employees as regards deducting their Superannuation allowances. In some cases employees had been put on the permanent staff for twelve months before their Superannuation money was deducted, then it was deducted from their wages in fairly substantial sums per pay, which created a great hardship in the case of men on small wages, and most of the newly-made permanent men were in the more lowly-paid grades. He moved:—

"That the attention of the Chief Commissioner be directed to the fact that in many cases employees made permanent did not have their Superannuation allowances deducted for a considerable time afterwards, and then the deductions were comparatively heavy, and created a hardship on those concerned, and that the department be asked to remedy this by immediately collecting Superannuation contributions upon employees being made permanent."

Carried.

The above resolutions were ordered to be forwarded to the Conference to be placed upon the business sheet.

DEPARTMENTAL DELAYS RE APPEALS.

Mr. Proud moved, and Mr. Munro seconded:—

"That the Annual Conference be asked to take steps to have the almost interminable delays in dealing with grievances of employees by the Department remedied, and that it be a recommendation to the Department that after an employee has appealed to the Works Manager or his District Superintendent, in regard to a grievance unsuccessfully, the matter should then be taken up by the Association."

The mover then pointed out that at present if an employee wished to get correspondence to the Commissioners he had to appeal per favor of the foreman, per the manager, per the engineer, and that all his business was known to these officers and their subordinates before getting to the Commissioners. His business was pulled to pieces, and answers were delayed sometimes for two or three months. He objected to correspondence proceeding behind the back of an employee with a number of subordinate officers.

The acting chairman (Mr. J. H. Catts) said he thought it was only right that the matter should be placed from the view-point of the department, and the way he had seen it worked out in practice over a period of ten years' experience. If

the Association approached the Chief Commissioner before the employee had done so, the Chief Commissioner complained that outside pressure was being brought to bear before he had an opportunity of dealing with the case, and he thought he should have an opportunity of remedying the grievances of his employees before external pressure was resorted to. Further, that there was such a multitude of grievances, large and small, that they should be referred to the intervening superior officers before reaching the Commissioners, as many of the grievances were capable of local adjustment or rectification by the head of the branch. The custom of sending appeals per the intermediate officers was for the purpose of enabling these officers to attach their reports as the correspondence went forward, and the Commissioners contended really saved time and prevented longer delays. When the Commissioner received an appeal in regard to a grievance, he had no knowledge of the reasons of officers for not rectifying the complaint. He would not take the version of the employee without hearing what the departmental officers had to say. If the letter or appeal went direct to the Chief Commissioner, he would be compelled to refer the matter back to the head of the branch for a report. The head of the branch would in turn refer the matter back until it reached the immediate foreman or superior of the man concerned. All these reports would then go back to the Chief Commissioner, who would consider them in conjunction with the statement by the employee, so that whichever way this matter was dealt with they would see the department's explanation of the delays that occur. In dealing with a huge service of 30,000 employees, some system had to be resorted to, and when systems and regulations had to be carried out a certain amount of red tape and delay seemed inevitable. He would also like to put the matter as it occurred to him as an employee's advocate in these matters. When an appeal went to the local foreman and a reply was given, the employee could see the nature of the reply and judge as to whether his case provided a reasonable answer to the refusal, and so on to the head of the branch. In each case the employee got certain reasons for the departmental refusal to remedy his grievance. Likewise, when the matter went to the Chief Commissioner there was a request and a refusal. When the matter came into the hands of the Association, copies of all these papers were together. (Of course, copies of all papers of this description should be kept by the employee for use from time to time.) When the Association or its officers got hold of the file of papers, they were generally able to see the claims urged by the employee, together with the reasons for refusal to remedy the same by the various officers, including the Chief Commissioner. This gave the Association, generally speaking, the whole of the department's case for refusal. An investigation then took place by the Association, and if they were able with their expert officers to frame an appeal on behalf of the organization, which overcame the obstacles raised by departmental officers, or suggested ways and means of overcoming the difficulties involved, they stood a very considerable chance of succeeding than if the matter came almost direct to the Association, and they submitted the best statement of the case that the employee had to the Chief Commissioner, and he was able to dissipate the case to be forwarded to the present process, although slow and irritating, enabled the weak points of the employees' case to be eliminated before the matter was taken in hand by the Association. He would certainly like to see some more expeditious method of dealing with the matter, but thought it was only fair to give them the result of his own experience in dealing with many thousands of cases. It must be remembered that these remarks only applied to personal and individual grievances. Wherever the grievance affected a class, such as a general reduction in the hours of labor or a general increase in the rate of pay, the Association could deal with the matter direct, without the employee concerned taking any departmental steps at all.

The resolution was carried, and ordered to be sent on to the conference.

BATHING ACCOMMODATION WANTED.

Mr. Proud moved, and Mr. Armstrong seconded, that the following resolution be forwarded to the conference:—

"That the Commissioner be asked to provide baths for men doing dirty work, and that men doing dirty work also be provided with overalls."

In moving the resolution, Mr. Proud stated that the men in many cases left their work to travel miles to their homes in a disgraceful state after being engaged at extremely dirty work all day. They were sitting in trams and trains, very often crushed up alongside the travelling public, and this was very disagreeable to all concerned. He thought it was only a reasonable request, and hoped the conference would adopt it.

The acting chairman stated that accommodation of this kind was provided at the Ultimo Power House and several other places, which he mentioned, and he could see no reason why the same provision should not be made at Loco, Running Depots and other places where men were called upon to do dirty work.

The resolution was carried, and ordered to be sent on to the conference.

A SPRING FITTER'S CLAIMS.

Mr. Ward asked a question in regard to the claims of spring fitters before the Wages Board. He had sent in claims for spring fitters, and found that a mistake had been made by classing the work as spring fitters. He had written to the General Secretary several times, but had so far been unable to obtain satisfaction. It was resolved:—

"That the branch secretary communicate with the General Secretary in connection with the above matter, and seek to have the classification referred to remedied."

WAGES BOARD STAGNATION.

Under the heading of General Business, a discussion arose as to the delays in connection with No. 10 and No. 2 Wages Boards. It was stated that the various grades of Loco, Laborers and Assistants had been without an Award for nearly two years. There had been complaints about the appointment of Mr. Hamilton as a Wages Board chairman in connection with the delays which continuously occurred owing to him being appointed an acting judge from time to time, which left the work of the Wages Boards in a state of suspended animation.

The acting chairman (Mr. J. H. Catts) said that now this matter of Wages Boards had been referred to, he would like to say a word in connection with it. When the Association's registration was about to be cancelled by the Arbitration Court, a number of union representatives rushed into the Court and offered their services as competent to deal with the cases of various sections of employees covered by the Amalgamated Association. This, to say the least of it, was a most undesirable state of affairs. In New Zealand recently they had unions which preferred to deal direct with the employers rather than submit to Wages Board intervention. They then had the employers forming what were known as Arbitration Unions, really strike-breaking organizations, to force the bona-fide unions to adopt methods of dealing with their industrial affairs, to which they objected. In the present case there was an objection to working under a Wages Board chairman which he did not mention for the purpose of reiterating any such objection, as the matter had been withdrawn, but he thought it reprehensible conduct on the part of those calling themselves unionists to step in at a time of a dispute of this kind and offer their services to the authorities. But what had been the result? The last eighteen months had been a period of industrial stagnation for the railway and tramway service. The result was that they had been without an Award for a considerable period, and no one outside of the Amalgamated cared a twopenny dump for them. Then in regard to the Clerical Board covering railway station officers. This work was almost completely by the Amalgamated Association when the cancellation took place. A new union chipped in, and were going to regenerate society as far as were going to regenerate society. Yet, after eighteen months of tinkering, no results have been achieved. The Amalgamated Association had secured by agreement with the department a

The resolution was carried, and ordered to be sent on to the conference.

DISGRACEFUL CONDITIONS AT CLYDE REPAIR SIDING.

The disgraceful conditions as regards accommodation at the Clyde Repair Siding were brought forward. On the suggestion of the chairman, it was resolved:—

"That the secretary take steps to have a report prepared thoroughly explaining the disabilities under which the men at the Clyde Repair Siding work in connection with the above matter, and sent on to the Executive, asking them to take action with the department with a view to remedying the same."

This suggestion was adopted, and it is hoped will secure the treatment it deserves. (The secretary has already arranged for this report to be prepared, and it is hoped that the report will be ready for publication in the next issue.)

DEPLORABLE DEPARTMENTAL ACTION.

It was reported to the branch that following upon evidence given before the No. 10 Wages Board by Mr. Armstrong, branch president, the department had reduced the wages of a number of men and had transferred them to other positions, putting boys in their places. This was in regard to certain works in the Loco Shops. It was stated that the men concerned and those working in the vicinity were loud in their condemnation of the Association for not taking some proper action.

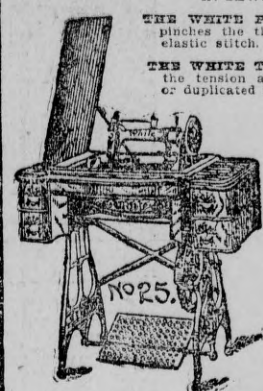
The acting chairman said that it was altogether unfair to blame the Association before it had been asked to deal with the matter. No doubt the Executive Officers were totally unaware that the grievance existed. He asked if any of the men affected were present at the meeting, and was told that they were not. However, the grievance appeared to be a genuine one, and the chairman suggested that a sub-committee of inquiry be appointed to thoroughly investigate the matter and report to the next meeting in writing, so that steps could be taken in the interest of those concerned.

On the motion of Messrs. London and Cunningham, Messrs. Proud, Munro, and Armstrong were appointed as the sub-committee.

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had unfortunately yielded to the siren voices of union splitters and divided their ranks. The result was that they had been without an Award for a considerable period, and no one outside of the Amalgamated cared a twopenny dump for them. Then in regard to the Clerical Board covering railway station officers. This work was almost completely by the Amalgamated Association when the cancellation took place. A new union chipped in, and were going to regenerate society as far as were going to regenerate society. Yet, after eighteen months of tinkering, no results have been achieved. The Amalgamated Association had secured by agreement with the department a classification of station officers, and considerable increments in the salaries of the various classes, bringing in many cases increases up to £1 and 20/- per week, with the publication of a definite classification. This was the best that had ever been done for station officers in the history of the railway service. It is quite true that there had been a Traffic Award, but in this case the sectional union had only asked for a minimum wage of 8/-, whereas the Darling Harbor strikers, who were Amalgamated men, demanded 9/- as a minimum wage, and they had the peculiar spectacle of the Wages Board laying down a minimum wage of 9/- per day, when

(Continued on page 6.)

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