

CANTERBURY SATURDAY

Albert Maher

(Member City Tattersall's Club)

WILL BE LAYING

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IN THE

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ALL PRINCIPLE EVENTS.

Starting Price anywhere.

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PONY RACES.

NEXT MEETINGS:

1915.

ROSEBURY, Sat, May 15

ASCOT, Wednesday, May 19

J. UNDERHILL, Sec.

Phone 3082, 71 Elizabeth Street

"SOLDIER" TO THE FRONT.

The well-known "Soldier" cure, "Soc-Cah," is going to the front, having been adopted by the Military Forces. This undoubtedly is another proof of the efficacy of the "Soldier" cure.

Hundreds of people have been witnesses of the cure effected by it. No one should be without a bottle. It cures the worst cold in one day, a fatal pneumonia in a couple of days, and rheumatism in a week. When anyone has pneumonia over three years, a large bottle is necessary. Under three years a small bottle will effect a cure. Bottle 7/6, 5/6, 3/6, 2/6, 1/6, 1/2, 1/4, 1/8, 1/16, 1/32, 1/64, 1/128, 1/256, 1/512, 1/1024, 1/2048, 1/4096, 1/8192, 1/16384, 1/32768, 1/65536, 1/131072, 1/262144, 1/524288, 1/1048576, 1/2097152, 1/4194304, 1/8388608, 1/16777216, 1/33554432, 1/67108864, 1/134217728, 1/268435456, 1/536870912, 1/1073741824, 1/2147483648, 1/4294967296, 1/8589934592, 1/17179869184, 1/34359738368, 1/68719476736, 1/137438953472, 1/274877906944, 1/549755813888, 1/1099511627776, 1/2199023255552, 1/4398046511104, 1/8796093022208, 1/17592186044416, 1/35184372088832, 1/70368744177664, 1/140737488355328, 1/281474976710656, 1/562949953421312, 1/1125899906842624, 1/2251799813685248, 1/4503599627370496, 1/9007199254740992, 1/18014398509481984, 1/36028797018963968, 1/72057594037927936, 1/144115188075855872, 1/288230376151711744, 1/576460752303423488, 1/1152921504606846976, 1/2305843009213693952, 1/4611686018427387904, 1/9223372036854775808, 1/18446744073709551616, 1/36893488147419103232, 1/73786976294838206464, 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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.

VICARS' Australian ALL-WOOL TWEEDS

are made from pure Australian Wool, which, being the finest in the world, will guard you against all sudden changes in the weather. Ask your tailor to show them to you and look for the "Waratah" Trade Mark on every two yards.

JOHN VICARS AND CO., MARRICKVILLE
Wholesale only from W. S. COOK & SON, LTD., 38 York Street, SYDNEY

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EDITORIAL MATTER.

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

ARTICLES AND CONTRIBUTIONS.

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

AGENTS WANTED.

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

LEGAL RESPONSIBILITY.

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

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THURSDAY, MAY 13, 1915.

A COLOSSAL CRIME.

THE SINKING OF THE LUSITANIA.

GERMAN FRIGHTFULNESS.

At 2 p.m. on Friday last the great 30,000 ton ocean liner, Lusitania, one of the fastest of the famous Cunard grey-hounds, was speeding along the Irish coast. The weather was fine, the sea smooth and the sun shone brightly. The vessel had left New York less than a week before and she carried, or is reported to have carried, some 1500 passengers, as well as her usual crew, numbering about 600. The passengers included some hundreds of women and forty or fifty babies. When ten miles off the Head of Old Kinsale and within twenty miles of Cork Harbour the vessel was, without any warning, torpedoed by one or more German submarines, and within half an hour the splendid ship disappeared. Every possible effort seems to have been made to rescue those on board, but it transpires that upwards of 1500 men, women and children perished, some by drowning, and others by force of the explosions. The cable messages contradict each other as regards minor details, but agree on the main facts. In response to wireless messages for assistance steamers were sent from Cork, Queenstown, Kinsale and other places along the coast, and several vessels that were in the vicinity steamed with all haste to the spot. The passengers included a considerable number of prominent Americans and Englishmen, many of whom were drowned.

When the first message came to hand, people held their breath in astonishment, and hardly believed it to be true. Subsequently the colossal crime was verified, and the utmost indignation was expressed against an enemy so far lost to a sense of humanity as to make war upon unarmed civilians and women and children. It was thought that Germany's depravity had been plumbed at Louvain, Liege and other places in Belgium, where nameless atrocities were committed by these blonde beasts from the Rhine Land, but that was clearly a mistaken idea. This latest horror is proof that the Allies are fighting against a demoralized nation, a nation afflicted with homicidal mania in its worst and most incurable form. It is plainly the duty of every civilised nation in the world to co-operate in the task of placing this homicidal mania in a straight-jacket as soon as possible. This is not war, it is a nightmare from which the world is suffering, and from which it must be delivered.

ORGANISING.

R. CORISH'S PROGRAMME FOR NEXT WEEK.

Monday, 17th - Alexandria Shops
Tuesday, 18th, Tram Depot, Alexandria
Wednesday, 19th - Leichhardt Depot
Thursday, 20th, Tram Per Way Extra Gang
Friday, 21st, Tram Per Way Extra Gang

THE CASE OF PORTER BARNARD

At the latter end of October last a porter named W. R. Barnard, who was employed at Darling Harbor, was proceeded against on behalf of the Chief Commissioner on a charge of stealing fruit, to wit, two apples. A conviction was entered in the Police Court, but on appeal this conviction was quashed. This was on December 11th. Barnard then applied to the S.M. for a decision regarding his reinstatement, but receiving no satisfactory reply, he wrote to the Goods Manager at Challis House. This was on December 21st; and two days later he received instructions from the S.M. at Darling Harbor to sign on on the following morning. In March last Barnard wrote the Chief Commissioner, explaining the whole of the circumstances of the case, and asking for payment for the time he lost between the date of his acquittal (December 11th) until the date of his reinstatement (December 21st). "This," he said "is the first occasion my honesty has been in doubt, and, being innocent, I consider such a loss of time a severe punishment."

On March 27th Barnard received a communication from the Commissioner's office. This communication is not in the form of a letter. It does not commence with the customary salutation, it does not end with the ordinary polite formula "I am, etc." It is just a bald, cold, contemptuous announcement with the secretary's name attached to it. It reads as follows:—"Mr. W. R. Barnard is informed, with reference to his letter of the 11th inst., applying for payment during time he was absent from duty in connection with his arrest by the police, that the matter has been submitted to the Chief Commissioner, who does not see his way clear to give any direction in Barnard's favor."

These are the facts of the case. It is evident from the reply that the "consideration" given to the matter by the Commissioner was not sufficiently serious or prolonged to enable him to understand what Barnard asked for.

Barnard did not ask for payment during the time he was absent from duty in connection with his arrest by the police.

What Barnard asked for was payment from the time he was acquitted until the time he was reinstated, which is quite a different matter.

In point of fact, Barnard's acquittal is the best evidence he can put forward in support of the contention that the agent of his employer was wrong in treating him as he was treated—that is, as a person guilty of purloining two apples. And Barnard, having suffered a wrong, is justly entitled to have that wrong righted as far as it is possible to right it. He might reasonably have asked, on these grounds, for payment from the time of his arrest, at the instigation of the Commissioner's servants, until the date of his reinstatement.

That he only asked for payment from the date of his acquittal is proof of his modesty.

The Commissioner's position is peculiar. If he accepts the verdict of the Court as proof of Barnard's innocence he must acknowledge that an injustice was done to the man, and that his (the Commissioner's) agent made a mistake. Being a reasonable person, he must, in such circumstances, realise that Barnard's claim to the restitution of the pay that would have been his but for the mistake of the agent herebefore mentioned is a fair and just one; and he should have no hesitation in granting it. On the other hand, if he considers Barnard to be guilty, despite the fact of his acquittal, he may be able to explain his reason for believing that the Court made a mistake, and also his reason for reinstating a man who, in his opinion, did really "pinch" two apples.

Barnard was either guilty or innocent of the horrible crime of stealing two apples. A properly constituted Court of his Majesty George V. acquitted him, in spite of the efforts of the Commissioner's agents to convict him. The Commissioner so far acknowledged the Court's finding that he consented to the reinstatement of the man. We are therefore justified in concluding that the Commissioner regards Barnard as innocent of the crime of feloniously appropriating two apples. Why then should he not be prepared to make amends for the wrong that was inflicted upon Barnard and at least pay him for the period commencing with his acquittal and ending with his reinstatement? In the circumstances he could hardly be expected to do less. We are inclined to the opinion that if the matter is placed before the Commissioner in a proper manner he will be prepared to admit that if Barnard's character is conceived to be good enough to warrant his re-employment as a railway servant, it is good enough to entitle him to compensation for the time he was compelled to lose through the action of the Commissioner's agents.

PICNIC

A meeting of representatives of branches appointed to act as a committee to work up an Amalgamated picnic for the first Monday in August will meet at Head Office, Central Square, on Wednesday, 2nd June, at 8 p.m.

WAR AND WAGES.

SHALL WAGES BOARDS SIT?

CASE TO BE ARGUED.

In the Industrial Court on Friday, April 30th, his Honor Mr. Justice Heydon dealt with a submission to the Court from the chairman of the Government Railways Group, No. 4 Board, in reference to the hanging up of Wages Boards, in so far as they relate to Government employees. His Honor stated that as the Government had relaxed the rule and had now decreed that public servants in receipt of salaries less than £200 should receive their increases, the time might have arrived when the rule, which had been relaxed in the case of Wages Boards dealing with the employees of firms and private persons, might also be relaxed generally. His Honor stated that he would not go into the narrow question, but would go into the general question of the desirability of the extension of the rule that wages may be increased as in ordinary times to Government or quasi-Government employees. He would hear one advocate from the unions concerned, and only one; one advocate from the employers, and he would mention the matter to the Minister for Labor and Industry so that if deemed necessary counsel might be briefed to watch the interests of the general public. After the Court rose, Messrs. T. F. Turner, of the Federated Engine Drivers and Firemen's Association, A. C. Warton (Tramway Union), and Claude Thompson (Amalgamated Railway and Tramway Association) conferred with their officers, and it was resolved to convene a meeting of all unions having members employed in the Government Service. It was decided that this meeting should be held at the Trades Hall on the following Thursday, and it was agreed that Mr. Claude Thompson should send out a circular letter to all of the unions concerned, and that Mr. Turner should engage a room at the Trades Hall.

The complaint lodged with the Minister for Railways by the "Grand Council" of the Traffic Association about the manner in which appeals against punishment are dealt with before the Chief Commissioner, has been turned down. The official explanation tendered by the Under-Secretary of Finance and Trade is to the effect "that the Appeals Board goes fully into each case, and the shorthand notes are subsequently transcribed, and prior to hearing an appellant, they are placed before the Chief Commissioner who, with his colleagues, carefully peruses the evidence for and against; therefore they are fully conversant with the facts of the case, and on the evidence form their decision, and the Chief Commissioner does not consider the appellants are prejudiced by the decisions given. There is absolutely nothing new about that. We all know that that is the procedure. We also know that it is of no use to appeal from Caesar to Caesar. In Tom Johnson's time the Appeal Board had to act on instructions laid down. The law of evidence is not followed by the Appeal Board. The boss is the sole arbiter, and it follows that the evidence is flavored with boss-essence also."

Surely the Minister for Railways will not swallow this kind of tripe. But we never know what environment will bring about. Darwin is said to have altered the gizzard of a crane by feeding it on grain. Mr. Hoyle appears to digest a lot of things now-a-days that would have killed him when he was knocking at Labor's door.

THE VICTORIAN COMMISSIONER AND RAILWAY UNIONS.

OFFICIAL RECOGNITION NOW ACCORDED.

"IF YOU ARE GOOD."

In some cases primitive ideas die hard, and when circumstances arise that make their decent internment imperative the sorrow of those that have endeavored to keep such ideas alive is very real. This seems to be the case in Victoria, where the opposition which has been maintained by the Railway Commissioners since 1900 to outside secretaries of railway organisations has now broken down. Prior to 1900 it was the custom of the Commissioners to recognise non-employees, but about that time so much difficulty was experienced by the administration in consequence of the attitude adopted by the individuals concerned that it was determined that the department would recognise only employees, and that all communications on behalf of the different organisations would have to be signed by an employee, as a representative of the general body. Since then the number of employees in the Railway Department has increased approximately from 11,500 to 26,000, and the size of the organisations has increased accordingly.

The Victorian Commissioner had discovered what everybody else knew long ago—that it is beyond the power of any railway employee to perform his official duties and also undertake the work and functions attached to the position of secretary of large organisations of railway employees.

"It has been determined" (says the "Age") "to accord official recognition in a limited degree to the secretary of the Victorian Railways Union and the secretary of the Locomotive Engine Drivers, Firemen and Cleaners' Association, who are non-employees, because of the magnitude of the organisation. The Commissioners will in future be prepared to accept letters bearing the signature of the respective secretaries, who will also be received by the Commissioners in connection with matters involving a general principle. The representatives of the organisations concerned have been specifically notified that the continuance of this limited recognition will entirely depend upon the attitude of the organisations, and upon the manner in which correspondence and negotiations are carried on with the department, as well as the general conduct of their business as affecting public interests."

This arrogant attitude of the Victorian Commissioners could not be maintained for twenty-four hours if the 26,000 men in the service were solidly organized into one big industrial union, and if that union were affiliated with other transport unions of the Commonwealth. This should be the objective of every transport worker from Normanby round to Perth. When that object is attained there will be no talk of "limited recognition" on the part of a railway Begum of the type of the Victorian Commissioner.

PERSONAL.

Mr. J. W. Collis, S.M., Liverpool. Messrs. G. Broadhead, T. Cook, and has been on sick leave for the past month. Mr. J. H. Stone is acting in his stead, and in turn is being relieved by R. O. Rupert Davison.

Guard T. G. Stoppard is at present on duty owing to illness.

Mr. J. Dickson, secretary of the Lismore branch, has succeeded in breaking the record in disposing of medals; he recently sent for another twenty.

Guard F. Toovey was transferred to Newcastle on Monday last. From Coalpoles he will take up the Wauchope passenger train. Previously Guard Toovey had a twelve hour trip from Sydney to Wauchope, but under the new arrangements the Sydney-Newcastle run will be cut out as far as he is concerned.

Guard J. Clatsworthy commenced his holidays on the 4th inst., and he retires from the service on June 1st, after very many years of faithful service.

The second instalment of the salaried officers' award, which came into force on the 1st of this month, caused quite an exodus of staff from Liverpool. Block-porter W. Balk has gone N.O. Goulburn relief staff; Porter W. Reddan N.O. Bell; and Porter J. Cosgrove N.O. Fish River. They have been succeeded by Messrs. G. Broadhead, T. Cook and J. Snelling respectively.

We learn with regret that Mr. Charles Stone, of the Loco. at Hornsby, has been attacked with appendicitis, and will be operated on at the Royal North Shore hospital, from which institution we hope to welcome him back to the footplate as sound as an N.N. cylinder. He is a son of Guard Tom Stone, and our sympathy goes to him and his family during anxious moments, born of a critical period.

One of the most respected men we know is Mr. J. F. Hill, late first-class signaller at Eveleigh shed, and now relief officer on the Metropolitan rosters. "Jack" has had some experience of railway life. He joined the service as a "nipper" boy in '84, under Mr. Cowdery. After serving a few years at the plate-laying, he was transferred to the traffic, and has been porter, ticket collector, night officer and signaller in succession, serving in the latter capacity for twenty-four years. When he first served in the Redfern tunnel box, the trains averaged one per hour. When he decided to join the salaried staff, the daily average was close on 703, and is now estimated at over 1000 per shift day.

HOSPITAL PERSONAL.

A busy man is Mr. W. A. Mowatt, of the Traffic Tram Branch, at the Rozelle depot. In Labor circles he is about the best known man about Balmain. He is an active member of the Hospital Fund. Last year he netted over £22, and this year he has already paid over £27. He also works hard for the Rozelle Mutual Aid Fund.

Mr. C. F. Coomber, of the Electrical Tramway Branch, has removed from North Sydney depot to Port Macquarie. He looks after Hospital Fund interests for his branch. Last year he was credited with £6 odds for the Port, but a great part of this was collected at North Sydney.

LIES NAILED

THE "ALL GRADES" WINS OUT

At the Newcastle Courthouse Mr. Justice Edmunds allowed the Amalgamated to intervene and secure an interim award on behalf of Amalgamated members, notwithstanding that an outside award—the colliery mechanics—had had control of the board for years.

This is nailed the life of those who assert the Amalgamated cannot go before a wages board. The "All Grades" has exactly the same standing before wages boards as any other union, but cut out this par and show it to the doubters.

APPRECIATION OF THE "ALL GRADES"

It will be remembered that the association was successful in procuring for Mr. John Baker a record for a holiday that he was credited with on the occasion of the Newcastle picnic. The secretary of the Amalgamated branch, writing to the general secretary on the subject, says: "I wish to thank you and the executive for your services on Mr. Baker's behalf. This is only one of the many victories the Association has obtained for its members. I have already secured a new member through Baker's case, and there are more to follow."

Competitions

PRIZES FOR NEW MEMBERS

Free Watches Good Goods

THERE IS ONE HERE FOR YOU

With the object of inducing Branch officers, collectors and others, to strive for new members, the Executive decided to donate prizes for a series of competitions.

FREE TO ALL.

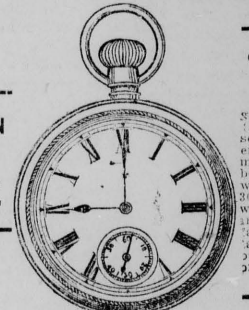
No special entry is required for these competitions; they are open and free to all who comply with the rules laid down.

At the last meeting of the Executive consideration was given to a number of organising schemes. Finally it was decided that, in addition to the appointment of Mr. R. Corish as District Organiser, members, branch officers and collectors throughout the State should be offered special inducements to do independent organising work. With this end in view, it was resolved to donate a series of prizes for those introducing new members.

ALL-COMERS' COMPETITION FOR "ALL GRADES" WATCHES.

Any member of the AMALGAMATED introducing twelve new members will be presented with the "All-Grades" watch, a handsome, reliable time-piece, "made in America." These are obtainable in gummetal, nickel or gold plate; they are good to look upon, useful and serviceable to own. The possessor of one of these will be really an "All-Grades" man.

HERE IS THE "ALL GRADES" WATCH.



General Description of the "All Grades" Watch.
A Regular 18 size gent's Watch, Keyless (stem wind and stem set), lantern pinions, American lever escapement, ment, quick train—240 beats per minute, short wind and long run, runs 20 to 35 hours with one winding; hour, minute and second hands, open face, heavy metal, crystal snap, bevel and snap back. Choice of Roman or Arabic dials.

TO BE GIVEN AWAY FREE

Isn't it a beauty?

One of them is yours for 12 new members, and another is yours for your boys for each additional twelve members. Try for one. Start off now.

ADDITIONAL PRIZES.

For those who obtain 15 new members a handsome case as well as an "All-Grades" watch will be presented. This will readily convert the article into a bedroom clock, which will look well on the dressing table.

HERE IT IS



TO BE GIVEN AWAY FREE

Surely it is worth winning.

OTHER PRIZES.

For those who have won one or more "All-Grades" watches or bedroom clock cases, there will be other prizes available of an equally valuable character. These may be selected and obtainable instead of the watches should the winners so desire. Nor is this all. In order to encourage Branch Officers, the Executive has decided to offer a series of special prizes as an extra inducement for obtaining new members and disposing of what remains of 400 yearly badges (medals).

SPECIAL PRIZES.

COMPETITION No. 1.

(For Country Branch Secretaries Only.)
Five prizes for Branch Secretaries whose branches dispose of best percentage of yearly badges for the April-June quarter, 1915 (decided according to percentage of branch membership, Dec., 1914). Total value £2/10/-. These are good prizes.

COMPETITION No. 2.

(For City Branch Secretaries and Collectors.)
Five prizes for those disposing of the most yearly badges for the April-June quarter (to be decided according to percentage on lists). Total value £2/10/-. These are surprising prizes.

COMPETITION No. 3.

(Open to All.)
Ten prizes to be awarded to the most meritorious non-winners in the foregoing. Total value £5.

No special entries are required, but all prizes for competitions 1, 2 and 3 must be claimed before 30th June, 1915.

RULES.

For the prizes and competitions the following rules have been decided upon:—
In shops, depots and districts, where there are regular collections, money and names of new members, showing private and departmental address and grade, must be handed to Branch Secretary or Collector, who will issue the quarterly tickets and certify to Head Office, Central Square, Sydney.
Usual commission will be allowed to collectors on these collections. In places where there are no collectors, money and names, showing the particulars mentioned above, may be sent direct to Head Office.
No "ringing in" to be allowed.
The watches will be sent out as received from the makers; no responsibility is accepted for them after they leave Head Office.
No complaints re condition or breakages will be considered.
In the case of city branches, no prizes will be sent until the Branch Secretary or Collector has actually paid the money for the members on whose behalf a claim is made, into Head Office.
In the case of country branches no prizes will be awarded until the returns are sent in.
No prizes will be sent out until the Branch Secretary or Collector certifies as to the correctness of claims.
Two juniors or two women to count as one member.
Members already on the books of other branches will not be allowed for.
Transfers from one Branch to another will not be counted as new members.
Members unfinancial in one Branch attempting to join as new members will not be counted.
All disputes or matters involving the interpretation of these rules shall be settled by a committee consisting of the President and General Secretary, whose decision shall be final.
The competition for the special and consolation prizes will conclude on 30th June, 1915.
The competition for the watches to continue until further notice.
Disputes—if any—will be settled as they occur; therefore, don't waste time and stamps in correspondence—so in and win the prizes.
It is to be hoped that all members of the AMALGAMATED will endeavor to win one or more of these prizes. Head Office has the goods, and the Executive is anxious to distribute them to members.
Do your best to lift one or two of these desirable prizes; they are yours for the winning.
If you would like one of these beautiful watches, but cannot comply with the above rules, the Association will sell a limited number at the wholesale price of 12/6 each, post free.

Central Square, Sydney.
13th April, 1915.
CLAUDE THOMPSON, General Secretary.

DISTRICT ORGANISING.

GOOD WORK BEGUN.

The following progress reports have been received from Organiser Corliss:—

MAY 4th.

I visited the Clyde yards and loco sheds on Monday last, and saw Mr. Drummond (our collector). He is working hard to increase the membership. I gave him all the assistance I could, and he expects fully a dozen new members next period. I also met some of the per. way men, who were all members of the Amalgamated. During the dinner hour I had a good meeting at the Clyde loco sheds. Mr. C. Tye (the loco collector) had made the meeting well known, and he introduced me to those present. I had about twenty minutes in which to place several important matters before them. I first dealt with the recent application for the suspension of wages boards, explaining our attitude in this connection, in conjunction with the executive officers of the other Service unions, pointing out that this united effort was a good proof of the advantages of amalgamation. I made it clear that if the suspension of awards had been allowed the Department could have paid any rate of wages they wished. This important victory showed that their union was of some service. I next referred to the probability of wages boards being gone on with in the near future and said that the matter would shortly come before the Court for decision. This, I pointed out, meant heavy expense for their Association, and it was up to those affected to stand solidly behind their union in such important circumstances; it also showed the necessity for non-members to join the "All Grades" and help their fellow-workers to secure a fair deal and better conditions generally.

The cost of living and rent problem was briefly referred to, and the address was well received. I answered several questions to the evident satisfaction of the questioners. Several matters were brought under my notice during my visit, some of which will be submitted later.

I am pleased to say that nearly all the men at the Clyde are unionists. We have over forty financial members at this depot. I met two who are not attached to any union, but they gave me their assurance that they would now join with our collector, Mr. Tye. Mr. Tye and others are doing good work at Clyde, and deserve the best thanks of the Executive and their fellow-workers.

I visited Randwick shops to-day, as per roster, but owing to the rain could not hold a meeting. I saw our officers there, and arranged to have a meeting later on. In the afternoon I visited the men employed on tarpaulin repairs—Sydney yard—and found that our late collector (Taylor) had left the Department. The staff has been reduced to about eight or nine men. I arranged to visit them again on their pay day, when I shall appoint a collector (if one of the number will consent to take on the work).

MAY 5th.

I had a fairly good meeting during dinner hour at Eveleigh (Boulevard-street). The position of the Association had taken up in opposing the application for the suspension of wages board awards was explained, and the probability of the boards sitting again was pointed out. Another point enlarged upon was the necessity for members to become financial, and for new members to be enrolled to help strengthen our claims and provide funds to meet any expense that may have to be incurred. I next visited the Per. Way (Tram) gang at Eddy Avenue, and had a good meeting. A good case was made out for the Amalgamated. During the afternoon I saw as many of the men as I possibly could, and, with the assistance of the branch secretary, enrolled three members, and four others promised to join next pay. I also arranged for a new collector should Ryan not come back. In the gangs a good number of the men already belong to the Railway Workers, but we have a good chance of getting the bulk of the gang. The men are on short time still, and most of them draw less than 48/- per week. I assured them we would do our best to have this position remedied.

MAY 6th.

I first visited the tarpaulin making depot at Eveleigh. Most of the men there are sailmakers, and belong to outside unions. There are a few boys employed, but I only had time for a very short chat with two of them. The only hope of putting our position before them is in the lunch-hour, and this I shall do on the first opportunity. I met a few Per. Way men who are members of our Union, at 12.20, and addressed a fair meeting at the C. C. sheds. Here I was heckled a good deal by one man, who had a lot to say about an appeal case. However, I noted the work done by the Association, and generally satisfied the majority present.

that the organisation is doing good work for traffic men as well as others. During the afternoon I visited the Alexandria yard, and the goods-shed. The Per. Way men (one gang) are all Association members. There are eight Traffic (wages staff) employees. Some are in the Traffic Union, and four are not in any organisation. These promised to join with me next pay if I call, which I promised to do. I also arranged to hold a meeting at the workshops (Alexandria) on a date to be fixed.

MAY 7th.

I had a meeting at the Lidcombe Permanent Way shops. The attendance was good, and the greatest interest was taken in the visit. I secured a good collector in the person of Mr. Davidson, also several new members. A book of tickets was left with the collector, Mr. Willicks (blacksmith) did good work for us in making the meeting known. He deserves the association's best thanks. We shall get a good number of members here and make the Lidcombe shops solid for the Amalgamated.

WHAT THE "ALL GRADES" IS DOING

Mr. D. Sheehan was relieving steam driver on the ballast train running about Sydney, which position he held for seven years. Recently he was transferred to Waverley as an electric driver, which meant a reduction of 2/3 per day. No reason was given for the change and, naturally, Sheehan was surprised and mortified at this sudden reduction. The Association took the matter up, and in answer to representations made by the General Secretary, the Traffic Superintendent notified that Sheehan has been returned to his former position.

Mr. John Baker, who is working under a ganger at Annandale, was in February employed at Glen Innes. On the 15th of that month a railway picnic was held at Newcastle, and the ganger—who lived at Newcastle—told Baker to take the picnic day off. Baker said he did not think he would be entitled to do this as the picnic was not in his district, but the ganger put him off, and the result was that a holiday was booked against him. In reply to a letter forwarded by the General Secretary of the Association, the Chief Commissioner has stated that the holiday deducted from Baker will be re-credited to him.

Porters Coleman, Emery and Griffiths, of the Sydney Parcels Office, commenced their duties in that office considerably more than twelve months ago and were still receiving 8/6 per day. The Association took hold of the matter, and through the Gen. Secretary approached the Chief Commissioner, explaining that under the Traffic award porters, after the first year, must be paid at the rate of 9/-. The Commissioner, in his reply, stated that the three employees concerned were entitled to 9/- per day as follows:—Coleman, on 18/4/14; Griffiths, on 14/9/14; Emery, on 28/7/14. The Commissioner added that through a misunderstanding on the part of an officer the men did not receive the money on the due dates, but directions have now been issued for the matter to be placed upon a proper footing, and for the under-payments to be provided for.

COUNCIL.

There is a vacancy in the Traffic department of the Council of the Association, caused through the promotion of Mr. Geo. Armstrong to the position of a night officer. The General Secretary (Mr. Claude Thompson) has been instructed to issue a circular to branches, inviting nominations for the position. Nominations are confined to employees on the Wages Staff in the Traffic Branch of the Railways.

ARE YOU FINANCIAL.

IF NOT, WHY NOT?

As intimated on previous occasions, the Amalgamated has adopted the policy that members who, purely through indifference and neglect, allow their dues to mount up, and are making no, or any appreciable, reduction in same, are now to pay their debt direct to us or through another channel. The case of men who continue posing as unionists whilst leaving the COST OF KEEPING THE ORGANISATION GOING to fall on the shoulders of the "OTHER FELLOW" has now been seriously taken in hand. To moralise upon this subject, however, is waste of space. Members DO recognise their responsibilities, and should, therefore, make such remarks as the foregoing unnecessary.

SUPERANNUATION BOARD.

PRECIS OF THE RAILWAY SERVICE SUPERANNUATION ACT, 1910.

110. The Board shall consist of seven persons, namely—three appointed by the Governor for a term of five years, three elected for a term of three years, and one by the officers in the railway service, and one by the officers in the tramway service, under regulations made under this Part of this Act, and the Chief Commissioner, who shall ex officio be chairman of the Board.

111. On the 1st day appointed for payment of the salary and emoluments of any officer, a deduction shall be made from such salary and emoluments of a sum not exceeding one and one-half per centum thereof.

112. A superannuation allowance is payable to an officer—
(a) who is over sixty years of age and has retired after ten years' or longer service; or

(b) who is under sixty years of age, and has, after ten years' or longer service, been compelled to retire through infirmity of body or mind not caused by intemperate habits, such infirmity being duly certified to the satisfaction of the Board as likely to be permanent; or

(c) who is under sixty years of age, and whose services have been dispensed with after ten years' or longer service, by reason that his office has been abolished, and no other office, whether in the railway or tramway, or in any other branch of the public service has been found for him at not less than five-sixths of his salary.

113. A superannuation allowance shall be payable each year for the rest of the life of the officer.

Such allowance shall, subject to this part of this Act, amount to one-sixtieth of an average taken of the annual salaries and emoluments of the officer during his term of office, multiplied by the number of complete years of his service, but shall not exceed two-thirds of the average of such annual salaries and emoluments.

114. An officer who held any office in the service on the first day of October, one thousand nine hundred and ten, shall, notwithstanding his not having contributed by way of deduction from his salary and emoluments during his past service to the Government Railways Superannuation Account, be entitled to the superannuation allowance and gratuities herein provided, subject to an abatement in respect of the contributions actually paid by him, and the Board may, in its discretion, grant an abatement of the total salary and emoluments received by such officer prior to the said date, or the deduction from his salary and emoluments, and subject to such payment he shall be entitled to his superannuation allowance without abatement.

115. A gratuity not exceeding two months' salary at the then rate for each complete year of service, and not less than six months' salary shall be payable to any officer who is compelled to retire through infirmity of body or mind, not caused by intemperate habits, such infirmity being duly certified to the satisfaction of the Board as likely to be permanent; or

(b) whose services have been dispensed with otherwise than for an offence and who is not entitled to a superannuation allowance.

116. When an officer is reported unfit to perform his duties by reason of any infirmity of body or mind, the Chief Commissioner may appoint three duly qualified medical practitioners to examine and report upon his condition, and may also direct the head of the department or branch in which he is employed to report on the manner in which his duties have been performed. If, on such reports, it appears to the Board to be for the public interest, he may retire upon the superannuation allowance provided by this part of this Act.

117. (1) When an officer who has retired from the service through infirmity of body or mind is in receipt of a superannuation allowance or has received a gratuity, he shall submit himself for medical examination as and when required by the Board; and if he makes default in complying with such requirements, any superannuation allowance or gratuity shall cease to be payable during such default.

(2) If, in the opinion of the Board, the health of any such officer has become so restored as to enable him to perform his duties, the Chief Commissioner may require him to resume such duties, or to undertake any other duties in the service for which he is qualified, at his former salary, and thereupon any superannuation allowance granted to such officer shall cease to be payable. But in the event of the recurrence of his infirmity the officer shall be entitled to his superannuation allowance, together with any insurance in the same to which he would be entitled from additional length of service.

If any such officer who has received a gratuity fails to resume or undertake such duties within the time required by the Board, he shall be deemed to have accepted the amount of such gratuity, and pay the same into the Government Railways Superannuation Account.

118. When an officer dies whilst in the service, his widow, or if he does not leave a widow, his personal representatives, shall be entitled to a refund of the deductions made from his salary and emoluments under this part of this Act, together with interest at the rate prescribed on the amounts of such deductions from the dates when they were respectively made.

119. If an officer retires upon a superannuation allowance and dies within six months after such retirement, his representatives may receive a sum which is equal to the difference between the actual amount of superannuation allowance received by him and the total deductions made under this part of this Act in respect of his salary and emoluments.

120. When an officer voluntarily retires after service for fifteen years or longer, he shall, on a certificate of good conduct being furnished to the Board, be entitled to a refund of the deductions made from his salary and emoluments under this part of this Act, but without any interest thereon.

121. No officer shall receive or be entitled to any superannuation allowance or gratuity in respect of so much of his salary and emoluments as is in excess of eight hundred pounds per annum; and no officer shall be liable to a deduction under this part of this Act from so much of his salary and emoluments as is in excess of that amount.

122. Moneys payable under this part of this Act shall be certified by the Board.

123. Any officer dismissed from the service for misconduct shall forfeit all rights to superannuation or gratuities. But if he was dismissed for a cause which, in the opinion of the Board, did not amount to serious misconduct, he may receive a refund of such portion of the deduction made from his salary as the Board may think fair under all the circumstances.

124. A superannuation allowance shall not be capable of being assigned or charged, and shall not be subject to any process of law. Any gratuity payable under this part of this Act to the representatives of a deceased officer shall not be assets for the payment of his debts.

The March meeting of the Railway Superannuation Board was held 14/7/14, he was then aged 40 years 6 months, and had a service of 13 years 11 months. He since joined the Expeditionary Force. At last meeting of the board it was decided to suspend pension until he called on the Railway Medical Officer for examination. The medical officer's certificate was now to hand, and showed Birch was fit to resume duty and the Chief Commissioner replaced his name upon the employees' roll, thus enabling him to receive from the Chief Commissioner the difference in his military and service pay.

NEW BUSINESS.
RETIREMENTS UNDER 60 YEARS OF AGE WITH OVER 10 YEARS' SERVICE—PENSIONS.

George Mackenzie, driver, Loco. railways, at 16s. per day, aged 57 years 8 months, service 31 years 8 months, was approved for retirement.

Isaac Clark, driver, Loco. railways, at 16s. per day, aged 56 years 10 months, service 33 years 1 month, was refused leave by the board to retire, as he was not, according to the medical officer's report, physically unfit for duty.

GRATUITIES UNDER SECTION 117 B.
Mrs. E. R. McMahon, attendant, traffic railway, at 23s. per week, aged 47 years 11 months, service 6 years 3 months, was granted a gratuity of £3 7s. 8d.

UNDER SECTION 116.
Roy T. Jones, fitter, aged 28 years 4 months, service 3 years 2 months, was killed at June. The representatives of deceased were granted a minimum gratuity of £91 5s. 10d.

James Mason, ganger, Per. Way railways, at 10s. per day, aged 58 years 10 months, with 32 years 1 month service, was fatally injured at mileage 167 north. His representatives were allowed the minimum gratuity of £78 5s. 1d.

MISCELLANEOUS CASES.
Henry Harvey, late blacksmith, Loco. branch, railways, at 12s. a day, retired with a pension of £69 7s. per annum from 28/8/14. On 25/9/14 the board ordered the case to be re-submitted in six months.

Harvey was aged at retirement 56 years, and had a service of 29 years. It was now decided that the pension be continued.

Mrs. Mary Chapman, gatekeeper, traffic branch railways, at 13s. per week, resigned on 26/7/14, at 15s.

age of 37 years, after a service of 3 years. She now made an application for refund of contributions on the ground that she was compelled to resign owing to ill health. No direction was given in this case as the applicant had less than 15 years' service and the medical certificate did not show ill health.

John Kidd Smart, coal guard, traffic railways, at 10/- per day, aged 62 years 10 months, service 30 years 6 months. He retired on a pension of £64 18s. to date, from 5/3/15, which was approved by the board at last meeting. Smart requested that pension date from 5/2/15, and the board granted this request, it being shown that he had been off duty since that date.

Wm. Eves, electrical mechanic, electrical branch, tramways, at 11s. 4d. per day, aged 39 years 11 months, service 2 years 3 months. His name was written off the book. Eves applied for a refund of contributions. It was stated that he had lost a lot of time owing to a skin affection to his feet. The medical officer stated that Eves could work if a wood floor was available, and this was provided, but he did not turn up. The application was refused.

Annie M. Tolley, gatekeeper, traffic railways, at 7s. per week, resigned, aged 30 years 2 months, service 1 year 9 months. She now applied for a refund of contributions on the ground that she was compelled to resign owing to ill health. There was, however, no evidence to confirm this, and the case was held over to enable same to be produced.

Thos. E. Washorn, electrical driver, traffic tramways, at 10s. per day, retired on 2/2/15, with a pension of £28 2s. per annum. He was then aged 33 years 5 months, and

had a service of 13 years 8 months. This case was now re-submitted, and the pension was ordered to be continued.

Mrs. Myra L. Willmott, upholsteress, at 5s. per day, joined the service on 6/7/11, and resigned 21/3/13, subsequently re-employed on 17/2/14, and died on 10/4/15. The question now arises as to whether contributions made to the fund during first years of service are to be taken into account. The board decided that the whole amount should be paid.

RETIREMENTS—OFFICERS OVER 60 YEARS OF AGE.
Jno. Thos. Eagle, marker-out, Loco. railways, aged 60 years 8 months, service 33 years 1 month, retired on 9/3/15, a pension of £70 18s. per annum being approved.

Chas. Paul, guard, traffic railways, aged 60 years, service 39 years 4 months, retired on 19/3/15, pension of £101 4s. per annum, approved.

Jno. Hawkins, carriage builder, Loco. railways, aged 60 years 4 months, service 29 years, was retired on 1/4/15 with a pension of £78 13s. per annum.

Geo. Wm. Swinfield, tinsmith, signalling branch, railways, aged 60 years 8 months, service 23 years 6 months, retired on 1/4/15, pension of £55 15s. per annum being approved.

Ninian Melville, fitter, Loco. railways, aged 65 years 2 months, service 40 years 4 months, was retired on 1/4/15, with a pension of £81 18s. per annum.

Henry Brown, driver, Loco. railways, aged 60 years 8 months, service 40 years 4 months, was retired on 1/4/15, with a pension of £132 14s. per annum.

Jos. Carson, foreman, carpenter, signalling branch railways, aged 63 years 11 months, service 30 years 2 months, retired on 1/4/15, a pension of £77 1s. per annum being granted.

Adolphus Fredk. Hollis, sub-foreman, Per. Way railways, aged 61 years, service 36 years 7 months, was retired on 2/4/15, with a pension of £92 19s. per annum.

Thos. Wilmet, ganger, Per. Way railways, aged 60 years 1 month, service 30 years 1 month, was retired on 3/4/15, with a pension of £60 8s. per annum.

Thos. Dickson Campbell, boiler-maker, Loco. railways, aged 60 years 2 months, service 30 years 9 months, retired on 16/4/15, a pension of £75 15s. being approved.

Jno. Gilbert, driver, Loco. railways, aged 60 years 6 months, service 37 years, retired on 17/4/15, pension of £127 7s. per annum being granted.

Henry Plant, night officer, traffic railways, aged 61 years 2 months, service 34 years 1 month, retired on 23/4/15, with a pension of £65 10s. per annum.

RETIREMENTS—OFFICERS UNDER 60 YEARS OF AGE.
Jas. Dunsmore, gatekeeper, traffic railways, aged 57 years 9 months, service 32 years, retired on 10/2/15, a pension of £57 per annum being granted.

Arthur Goulburn Furniss, clerk, traffic auditor's office, aged 39 years 6 months, retired on 1/4/15, after a service of 22 years 7 months. He was granted a pension of £44 15s. per annum.

Alex. Cameron, stationmaster, traffic railways, aged 59 years 4 months, service 34 years 2 months,

retired on 23/4/15, with a pension of £92 10s. per annum.

RETIREMENTS—OFFICERS OVER 60 YEARS OF AGE, REVISIONS.
Chas. Coppervale, bricklayer's laborer, Per. Way railways, aged 60 years 1 month, retired on 7/3/15, after a service of 33 years 9 months, with a pension of £62 15s. per annum. The amount of his pension formerly approved was £57 19s.

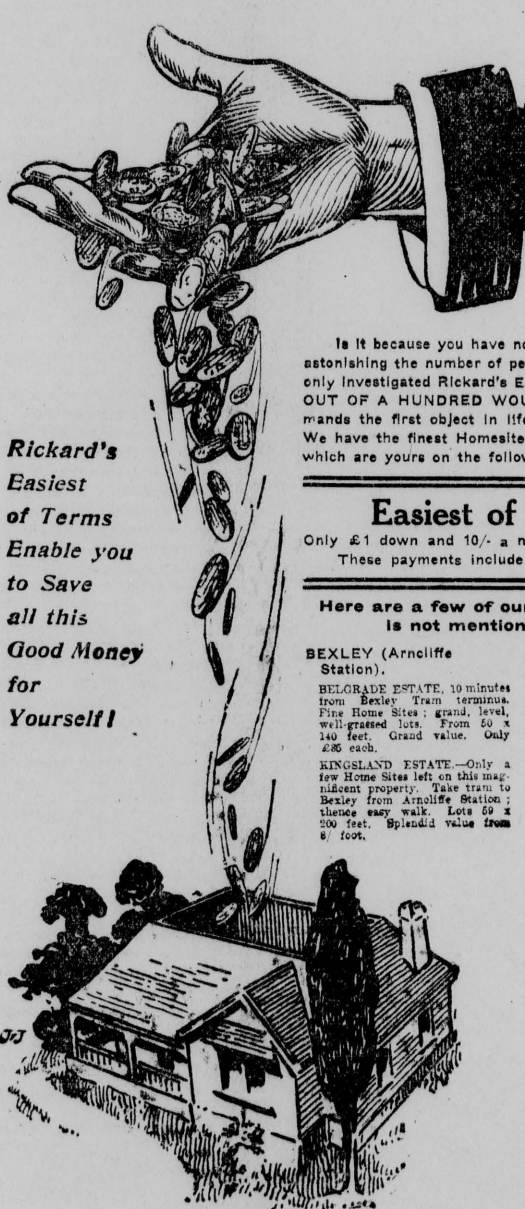
The alteration is on account of Mr. Coppervale now deciding to discharge his liability to the account by the payment of a lump sum instead of an annual abatement from his pension during the remainder of his life. He has paid £49 19s. 4d.

Edwin Will. Fitter, Loco. railways, aged 60 years 2 months, service 27 years, retired on 28/2/15, with a pension of £67 19s. per annum. He now proposed to discharge his liabilities in 3 years, and the pension was fixed at £53 5s. per annum for 3 years; thereafter, £73 3s. 11d. per annum.

The following case came up for revision of pension:—Mrs. Eliza Jane Devenish, caretaker, and postmistress, Traffic, railways, aged 51 years 6 months, service 17 years 10 months, who retired on 1/12/14, was granted a pension of £11/10/- by the Actuary, the amount formerly approved being £10/19/-. The alteration is on account of Mrs. Devenish discharging her liability by payment of a lump sum instead of an annual abatement from her pension during the remainder of her life.

OFFICERS WHO DIED WHILST IN THE SERVICE.
Loco. railways, at 15/- per day, died 28/3/15. The amount of his deduction was £28/3/11. The amount of his deduction was £28/3/11.

(Continued on page 7.)



"Why Do You Pay Rent?"

Is it because you have not given serious thought to your own future welfare? It is astonishing the number of people who have been careless in this direction, yet if each only investigated Rickard's Easest of Terms we confidently assert that NINETY-NINE OUT OF A HUNDRED WOULD NEVER PAY RENT A DAY LONGER. Thrift demands the first object in life is to make your home secure by making it all your own. We have the finest Homestead Estates in the healthiest suburbs, a lot, or lots, on any of which are yours on the following Easest of Terms.

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Here are a few of our Homestead Estates—if the suburb you prefer is not mentioned, call or write, and ask us about it.

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|--|---|--|
| BEXLEY (Arncliffe Station).
BELGRADE ESTATE. 10 minutes from Bexley Train terminus. Fine Home Site, grand level, well-wooded. From 50 x 140 feet. Grand value. Only £2500. | BANKSTOWN.
BEACONSFIELD ESTATE. No. 1 and 2, BANKSTOWN—Easy distance of Station, close to junction of George's River and Chappell Street. Fine Home Site, grand level, well-wooded. From 50 x 140 feet. Grand value. Only £2500. | AUBURN.
HIGHLANDS EXTENSION ESTATE. A very fine Home Site, property in this great industrial centre. Twenty minutes from Auburn or Lidcombe Station. Ten minutes from Berala Station, on the new Lidcombe to Regent's Park line, and thirty minutes from Clyde. Auburn is thirty minutes' run from the station. In a select locality, and consists for the greater part of good building lots, 40 x 120 feet. Price, from £2500. |
| BEXLEY (Arncliffe Station).
KINGSLEDGE ESTATE—Only a few Home Sites left on this map. Take an opportunity to get a Home Site, grand level, well-wooded. From 50 x 140 feet. Grand value. Only £2500. | BANKSTOWN.
GREENACRE PARK ESTATE. BANKSTOWN, has the advantage of being between two stations, only a short distance from either Bexley or Bankstown. Home Sites, from 60 x 120 feet, from 1/4 of foot. Local Agent, Mr. W. C. Tristram, our representative, may be seen at Accommodation House (Bankstown Station). | AUBURN.
HEART OF AUBURN ESTATE is under 10 minutes from the station, in a select locality, and consists for the greater part of good building lots, 40 x 120 feet. Price, from £2500. |
| BANKSTOWN.
HURSTVILLE. HOMEDALE No. 1 ESTATE—A fine Home Site, 50 x 140 feet, from 9/6 foot. Not 20 minutes from station. Fine elevation, commanding wide panoramic views of the surrounding suburbs, also Berala Bay and George's River. Soil is excellent for gardens, lawns. Selling for 42/6 foot. Five years' lease. Exceptional value at 9/6 foot. | BANKSTOWN.
FAIRLIGHT EXTENSION ESTATE extends from Five Dock to the station, on the Parramatta River. Only 5 minutes from Train, Post Office, School, Stores, etc. Home Site, 40 x 120 feet, from 40/6 foot. | AUBURN.
PITTSBURGH ESTATE, one of the best, centrally situated, in a well-populated, and rapidly growing district. Nice level land; water and gas service. Price, from £2500. |
| BANKSTOWN.
GUILDFORD. GREENLAWN ESTATE, a plotted property in this growing suburb, 10 minutes from station. Lots, 24 x 150 feet, from 21/6 foot. | BANKSTOWN.
GUILDFORD DOWNS ESTATE consists of five level Home Sites, 40 x 140 feet, from station, and fronting good roads. Magnificent value, from £1710 each. | AUBURN.
RIVERSIDE HEIGHTS ESTATE.—The Government is spending a million sterling at Homebush Bay, and the Abattoir is being removed there from Globe Island. Under 30 minutes from station, and close to Kensington Ferry Wharf. Fine Home Sites, 60 x 160, from £400 each. |
| BANKSTOWN.
AUBURN-CLYDE. LONGLAWN ESTATE, within a few minutes of Clyde, Auburn, and Granville stations. Splendid park-like land. Lots 40 x 120 feet, from 9/6 foot. | BANKSTOWN.
AUBURN-CLYDE. LONGLAWN ESTATE, within a few minutes of Clyde, Auburn, and Granville stations. Splendid park-like land. Lots 40 x 120 feet, from 9/6 foot. | PUNCHBOWL.
PUNCHBOWL, LAWN ESTATE. Charming view. The property is like an immense and beautiful park. Splendidly landscaped, with every lot good and big timber. Fine roads divide the property, abounding in the property, which is situated at corner of Balmora and Canterbury roads. Lots from 30 x 150 feet. Real good value from 24/6 foot. |
| BANKSTOWN.
AUBURN-CLYDE. LONGLAWN ESTATE, within a few minutes of Clyde, Auburn, and Granville stations. Splendid park-like land. Lots 40 x 120 feet, from 9/6 foot. | BANKSTOWN.
AUBURN-CLYDE. LONGLAWN ESTATE, within a few minutes of Clyde, Auburn, and Granville stations. Splendid park-like land. Lots 40 x 120 feet, from 9/6 foot. | MORTLAKE.
GRANVILLE ESTATE is a large, lawns property, running down a gentle slope to Major's Bay, on the Parramatta River; handy to shops, etc., splendid panoramic views. Hurwood-Mortlake train runs past the property. Lots, 50 x 120 feet, from 18/6 foot. |

Plans of the following Estates may also be had from THE HAYMARKET PERMANENT LAND, BUILDING & INVESTMENT CO., LTD., 750 George Street, Sydney.

- | | |
|--|---|
| BEXLEY (Arncliffe Station).
ALSTON PARK ESTATE—One of the finest Residential Estates we have had for some time—occupying a delightfully elevated situation on a gentle, grassy slope, right at Bexley Train terminus. This fine estate runs every half-hour from Arncliffe Station (on the Hurstville line, only 18 minutes' run from the city). Bexley is a healthy suburb, going ahead by leaps and bounds. This splendid Home Site Estate is now being offered at the absolutely low price of only 20/- foot. | ASHFIELD.
DOBROVOD ESTATE—Only one lot left—a valuable lot, corner of Alt and Miller Streets. A very valuable position. Lot, 50 x 150 ft. Offered at the ridiculously low price of 70/- foot. This lot is within a minute or two of the Haberfield Train, and about ten minutes of Ashfield or Summer Hill Station. |
| HABERFIELD.
DOBROVOD ESTATE—A magnificent situated Residential Property in the Haberfield portion of the Municipality of Ashfield. An absolutely level, well-grassed estate of excellent garden soil. Streets and roads are boulevarded, giving a most charming outlook from every point of the Estate. Here the Canal (upon which the Henley Regatta will in future be a yearly feature) fronts the property. Fine lots, with perfect drainage. From 160 ft. x 160 ft., 45/- a foot. Easest of terms. | THORNHILL.
THORNHILL TOWNSHIP ESTATE is within five minutes of Thornleigh Station, on the main Southern line, and about ten minutes of Ashfield or Summer Hill Station. Lots are 50 x 165 feet, and are particularly special bargains at only 10/- foot. |
| ASHFIELD.
ST. KILDA PARK ESTATE—Absolute Water Frontages to Koorah Bay. An ideal situation for a water-side home, on level land close to Causeway, and within five minutes of penny section of Koorah-Bundamba train. Lots from 58 ft. x 160 ft., and a starting bargain at only 20/- foot. Easest of terms. Torrens Title. | |

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Secure your OILSKINS from the well known maker, H. HUGHES, 121 Regent Street.
Just above Head Office of the Amalgamated Railway and Tramway Association.

DISEASE IN AMBUSH.

GERMS ROUTED FROM THE LAUNDRY.

It is only diseases that are infectious that can lie in ambush, ready to launch death amongst the minutes of a home, and when we search the home for the readiest place of ambush we find it in the laundry. This is a statement of fact easily provable: the laundry cleans and cleanses every week the clothes we wear, our bed, table, kitchen, and bath linen, handkerchiefs, towels and curtains. Nothing absorbs and carries the germs or seeds of disease so readily as these; in ambush, the ambushing disease germs therefore must begin in the laundry.

Next as to the method: mere cleansing is not enough, for some disease germs may lodge at boiling water, and may even breed in common sorts of soaps. The only way to deal with the disease germ is to kill it, because its life is its power to infect, and only when dead is it harmless: so we must not only begin with the laundry, but must find a laundry soap which is also a strong disinfectant.

This brings us to the final point, we have the place and we know the method, Lifebuoy Soap gives us the means. It may be true that some disease germs laugh at ordinary soap—but never at "Lifebuoy," for it must be remembered that Lifebuoy Royal Disinfectant Soap has proved its germ-killing power all over the world, in hospitals, hotels and places of public resort, and in private homes by the hundred thousand. In the laundry Lifebuoy Soap gets to the weekly ambush of disease, where it frees house and body linen of the seeds of disease, hurls them from their ambush and kills them; yet withal Lifebuoy Soap is a perfect laundry soap, and from its creamy lather the most delicate fabrics emerge in snowy piles of fragrant nappery. Lifebuoy Soap does not roughen the hands or stain the nails, being as familiar an object on washstand and bath-bracket as in kitchen and household. Take Lifebuoy Soap where you will, use it how you will, it is always a perfect soap and perfect Disinfectant. Lifebuoy Soap is the laundry soap that will perfectly rout the disease germs ambushed in the laundry, thus preventing the weekly wash becoming a disease carrier.

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Ask your chemist for
KRESOLVO
MADE IN AUSTRALIA
instead of
Lysol, made in Germany.

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Abel's Bread

HORNE'S KIDNEY BEANS
Bring Kidney Health.
One bottle alleviates Kidney Congestion, Backache and All kidney ailments. POST FREE, 2/6.
P. C. HORNE, Chemist, Etc.,
47 ENMORE RD., NEWTOWN.

ARE YOU SICK?—Then Consult Dr. J. L. and Mrs. L. F. EDWARDS, Mental and Eugenic Hygiene and Psycho-Socialists.
We are SPECIALISTS in Kidney, Liver, Blood and Nervous Diseases, Rheumatism, and ALL FEMALE WEAKNESSES. (CHILD-BIRTH MADE EASY) and many operations have been prevented by taking our Herbal Treatment. Only Fresh Herbs used, and all Preparations are put up personally. Diagnosis can be made from a lock of hair if you are unable to call. Write us. Offices: 607 Culivulla Chambers, King and Castlereagh Streets, Sydney.

LADIES—If you are suffering from Indigestion, Rheumatism, Piles, Headaches, Backache, Constipation, Nervous Breakdown, or other ailments, our powerful, dragging herbs which undermine the whole system, do not hesitate about seeking our advice. We make no charge for consultation, and you will incur no obligation by calling. If unable to call for a personal interview, send for our special consultation form, which will be posted to anyone who writes for it to Dept. 131, Ladies' College of Health, 54 Oxford Street, Sydney.

Flaxley has absolutely the only Safe Cure for Catarrh, Gleet, Syphilis, Rheumatism, Sciatica, Lumbago, Liver and Kidney Troubles, etc. General Debility, Bronchitis, Heavy Colds, Asthma, Anæmia, Bladder Troubles, and Nervous Breakdown. Don't forget Flaxley's Corn Paste Cure, sold in English Work Shops.

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DRINKS BEST.
Is 6d per lb. All Grocers.

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THE AFFAIRS OF WOMEN CONDUCTED BY FANELLA

I am Always at the Disposal of our Women Readers.

THIS PAGE is devoted exclusively to the interests of women. Those who desire advice are invited to write direct to Fanelle Boyce, care of the "Co-operator," and every communication will receive prompt attention.

IN THE past a considerable benefit has been conferred on our readers by this office assisting city shopping on their behalf. A forward move has now been made by the engagement of the new editors, who have, besides her journalistic capacity, a keen knowledge of values, and thus she should be able to render a real service to our country friends. The "Co-operator" is sure Fanelle Boyce is able to buy absolutely to the best advantage, and an invitation is extended to readers to try this service. There is no charge collected anywhere for this.

THE NURSING OF CHILDREN.

An ounce of prevention is better than a pound of cure in nursing, as in other things. A nurse or mother may sometimes prevent an attack of sickness by prompt and intelligent treatment of alarming symptoms. As a rule, the health of the baby may be maintained by proper feeding, attention to the bowels and plenty of fresh air. At least one good bowel movement each day must be secured, and that by the simplest possible means—by diet for a steady thing, by enema when needed, by laxative or cathartic rarely. The child must be supplied with well-cooked, simple food at proper intervals. Proper food is as important as regularity in feeding. Great variety in food is not a thing to be desired for children. There are many articles of diet which are not to be even thought of in connection with little children. Fresh air means out-of-door air, winter and summer, and the most of every day, unless the elements forbid. The child may be put in a sheltered nook. The condition of a child who is nervous and a poor sleeper will improve wonderfully under the fresh air treatment.

Causes of Disease.—A large proportion of the diseases of infants is due to digestive difficulties. Most of these disturbances may be corrected if the proper attention is given at the proper time. If neglected, death is the most common result, and here the point lost sight of is, that lives are saved through intelligent care, and not through drugs. A mother or nurse should learn that while medicine may carry a child through an acute condition, it is almost useless in the continued treatment. The important things are watching of symptoms and correct care, and the common causes of disease are: impure water, careless feeding and over-feeding, improper clothing, unhealthy surroundings, lack of cleanliness in the preparation of food, and lack of judgment in its selection.

Points in Nursing.—Methodical and exact noting of symptoms are the first essentials in the nursing of sick infants. This is the basis of all diagnosis and treatment. The physician may form wrong conclusions from inaccurate or incomplete reports, and his patient suffers accordingly. Accuracy in the carrying out of orders is the second essential. It is this dependability which constitutes the chief difference between the trained and the untrained nurse. Every person who undertakes the care of a child should realise this, and know that while her experience may be helpful to her, exactness and keen observation is even more important.

Holt's schedule of what to observe is most useful, since it points out the chief factors in the case. It is as follows:

Flatulency or Colic.
Weight.—Note gain or loss.
Stools.—Character and frequency.
Vomiting or Regurgitation.—When and how much.
Appetite.—Is the food given enough or too much?
Is the child comfortable and good-tempered?

Amount of sleep.
Weight.—A normal child should have firm flesh and muscle which are capable of energetic action. It is possible for a child to gain in weight and be in good condition, but it is impossible for a child to steadily lose and not be in a serious condition. The child's weight is an important item, and during sickness should be noted daily, if possible.

Stools.—The bowel movements are an important factor in determining the condition. A record should be made of the number in twenty-four hours, and the color, consistency and amount noted. It must be remembered the color may change after it has stood for some time; oxidation may occur, and what was in color a normal movement may be in twelve hours a green color. The average bowel movement should be taken as a standard for the twenty-four hours, as the movements may vary in the course of the day.

A normal stool for a young baby is a mass of bright yellow particles of the consistency of soft cottage cheese; the odor is characteristic, but not offensive. It should be noted if there is pain and straining with the passage; if there be green movements or streaks of green; if there

be fermentation or froth. Brown or brownish yellow stools are abnormal, as are also white or clay-colored stools. There are the green and white stools, and in some cases there is tenacious mucus. A colorless, nearly odorless, fluid movement may occur. An offensive odor is always abnormal. Neither a liquid nor a formed stool is normal. A serious condition may be indicated by hard masses of blood. The presence of large curds should be reported, but small curds may be regarded as normal. A normal stool does not cause chafing or irritation. Vomiting or Regurgitation.—Regurgitation is the process of throwing a part of the food from an overloaded stomach. It is a wise provision of nature. Vomiting proper is accompanied by nausea, and, as a rule, occurs some time after the nursing period; the vomited matter will be sour, with, perhaps, curds, and indicates a serious condition.

Regurgitation may also be caused by too rapid feeding, handling after food is given, hiccupping, tight clothing, etc.; attention should be paid to all these points. When it occurs the character of the material should be noted; there may be large or small curds or fluid with no curds. The amount, whether part or all of the food taken, should be observed. The time, whether immediately after nursing or an hour later, should be noticed. The general appearance of the child is significant; if he be pale or blue about the mouth, or have a cold perspiration about the head.

If all known causes for regurgitation be removed, and it still continues after breast feeding, try giving about a half ounce of water a few minutes before nursing. If there seems to be some definite trouble with the digestion, a physician should be consulted.

Colic.—The symptoms of flatulency or colic are as follows: Distention of the abdomen, rumbling or gurgling in the intestines, escape of flatus from the abdomen or mouth, a sudden sharp cry, accompanied by kicking or drawing up of legs. A continuous persistent cry is seldom due to colic.

So-called colic may be caused by the formation of uric acid crystals in the bladder. An abundance of water will relieve the condition. In testicular colic may or may not be a serious symptom. With some babies there is no bad after effect. With others colic may accompany malnutrition of the worst sort. It is due to a variety of causes: The feeding may be too hasty; the child may become chilled or cold; there may be some indigestion in the mother's diet; the child may be overfed; there may be either too much protein or too much starch in his food; the mother may be overworked, tired or worried.

When colic is present a bottle of quite warm water by mouth, or turning the baby on his face on a warm water bag may be tried. Rubbing the child's abdomen gently with the hand, lubricated with warm oil, may prove effective. An enema of soapy water, or better, of milk of asafetida (a teaspoonful to an ounce of water) is almost invariably effective. WHISKY, BRANDY, PAREGORIC, GIN OR TEAS SHOULD NEVER BE GIVEN. One or two drops of essence of peppermint, or five or ten drops of milk of asafetida may be given in warm water by mouth. If the condition persists a physician should be consulted.

Appetite.—One may learn much of a baby's condition by his appetite or lack of it. Note the difference between mere sleepiness and lack of appetite; a child may form the habit of sleeping at the breast and later cry from hunger, which is mistaken for colic. Before each feeding the child may be thoroughly awakened (even if it be necessary to bathe his face in cold water) until he forms the habit of waking at the proper time. Always take the time to feed a bottle baby. The practice of leaving a baby alone with his bottle is wrong, and may result in serious injury to the child. Proper feeding at the proper time should not be neglected, even if other work is not accomplished. The best proof that an infant is fed the proper amount of food is that he gains steadily each week, and does not habitually regurgitate his food.

As a rule, the amount of food should be in proportion to the child's weight; for example, a child that weighs ten pounds will require more food than a child of the same age who weighs six pounds. The appetite will be influenced by the infant's individual characteristics.

A child may have a ravenous appetite and not be nourished by the food taken. This is especially true

in marasmus cases. The physician may prescribe less food, or more digestible food. The amount of food needed is the subject of considerable discussion among physicians. Systematic overfeeding is advocated by some. Less frequent feeding and smaller amounts of food is advocated by others. These latter claim that every four hours is often enough to give food in the beginning weeks, and that in a few months three meals a day are sufficient for any child.

Comfort and Temper.—From the date of birth a baby shows his disposition, and the observing mother soon knows his characteristics. These should be taken into consideration. One should note whether the sick baby is good tempered and seems comfortable, or if he is fretful and disturbed. Remember, also, that a child may be listless from weakness and poor condition, and a quiet baby may be too sick to cry. Two things often not noted, position in bed and clothing, are so closely allied with temper that none but a trained person is competent to judge of them.

Sleep.—The amount of sleep of a young baby should be noted. A very young infant sleeps practically all the time, only waking to be fed, bathed, and for an occasional vigorous cry. Even in his second year he should sleep fourteen to sixteen hours a day. Disturbed sleep may be caused by indigestion, or may be due to nervousness, from handling, rocking, to lack of fresh air, to cold or dampness. It may also be a symptom of actual illness. The important thing is not to treat the symptom, but to find and remove the cause of disturbed sleep.

Miscellaneous Notes.—The mother should note the skin as to color, moisture, and whether it is cold and clammy or hot and dry. The respiration, whether it is quiet and regular, noisy, or in any way peculiar. If there is any discharge from eyes, nose and ears, the color and condition of the gums, palate, tonsils and pharynx are important. Also the appearance of the tongue.

All these things are commonplace, but are none the less important. The physician looks to the mother or nurse for his ablest assistance, and her work is vital. Faithfulness is of paramount importance in the care of young infants. Vigilance and accuracy here save lives which were otherwise lost to the mother and the world.

—Trained Nurse and Hospital Review.

DEFINITION OF A KISS.

A kiss is all the rich beauty of the world packed into one intoxicating second; it is the dominant chord in the harmony of love; it is the grand heart-throb in the pulse of life; it is poetry and music materialised; it is the maddest, grandest, silliest and most idiotic process in the world.—Doris E. Jones in "Time o' Day."

When they grant Home Rule for Ireland, it may prove no boon to be in that realm of mists and mireland, Where fierce factions can't agree; But the parliament in Dublin, In its first debate, is sure To vote the Nation's gratitude, For Woods' Great Peppermint Cure.

Arnott's Living Pictures.



DOUGLAS QUICK, aged 2½ years.
The strong healthy child of Mrs. Quick, "Camella," 93 Petersham-rd., Marrickville.
ASK FOR ARNOTT'S BISCUITS.

THIS BEAUTIFUL BOY

HAS BEEN FED ON

ARNOTT'S

FAMOUS

MILK

ARROWROOT

BISCUITS

KEEP A TIN IN THE

HOUSE.

ONE OF 12,000 PORTRAITS SENT BY GRATEFUL MOTHERS.

COOKERY

LAMB CUTLETS AND POTATOES.

Required: About one and a half pounds of neck of lamb; one ounce of butter or good dripping; a pound of potatoes, new, if possible; half a teaspoonful of chopped mint; one teaspoonful of chopped parsley; a quarter of a pint of brown sauce; a small bit of glaze.

Cut the neck into neat cutlets, allowing a bone for each cutlet, trim neatly, scraping off all fat and skin for about half an inch at the end of each bone. Warm the butter, and brush each cutlet with some of it.

Then grill the cutlets over or before a clear, bright fire for about eight to ten minutes, according to their thickness, bearing in mind that lamb should be very well cooked.

When sufficiently cooked, brush each cutlet over with a little melted glaze. Arrange them neatly on a hot dish, put the potatoes in the centre, sprinkle them with the parsley and mint, and strain the sauce round.

If possible, use small new potatoes, but if these are not procurable, use old ones, but either shape them like marbles with a vegetable cutter, or cut them into even-sized dice; in either case, boil them until tender in boiling salted water.

STEWED BREAST OF LAMB

Supposing you don't care for cutlets, try this method of cooking the breast:—

Required: A breast of lamb; one young cabbage; six slices of raw ham; two dozen small onions; two tablespoonfuls of butter or dripping; one pound of potatoes cut in balls; a pint of brown sauce.

Divide the breast into neat joints, trimming off some of the fat. Fry them a light brown, then put them in a casserole or stewing jar.

Peel and fry the onions; do not slice them. Wash the cabbage carefully, then boil it for five minutes, drain it well. Cut it in six pieces, wrap each in a slice of bacon.

Put the ham in layers with the onions, potatoes and cabbage on the chops. Season well. Pour in the sauce. Cover the pan, and let all cook in a moderate oven for three-quarters of an hour. Skim off all fat, and serve in the casserole.

TO KEEP MOLLIE'S HAIR TIDY

An excellent arrangement for keeping a little girl's hair tidy consists of a band of colored satin ribbon (a very thin make) about an inch and a half wide, doubled, and slightly gauged on to a band of narrow, flat, white hat elastic, and ending in a daintily-tied bow on each side, just above the little wearer's ears.

The elastic continues plain and uncovered underneath where it does not, of course, show, serves to keep the ribbon in place amidst the wilder romping, and so entirely avoids the necessity for constantly drawing up or retieing the hair ribbon.

EVERYDAY THOUGHTS

"However much trust may be abused, one is always so much the better for trusting, so much the better for being trusted."

"More lives than we can think of are marred and maimed, not by great tribulation, but by being constantly at the mercy of some trifling worry—the daily expectation, for instance, of a letter that never comes, a footstep that never falls, a word that is never spoken, a smile that is never smiled, the daily shrinking before a small unkindness that is ever present."

"Surely if a list of all the good things God has given us were to be drawn up in order of merit, so to speak, the delight of laughter would come very near the top."

"How it emphasises the sure, stealthy on-coming of the years when women seek to obliterate the finger of nature on their faces with the finger of art."

"In the slums the hopeless still hope and the lifeless still live."

"Sunshine, roses, books, even a little love, peace at the heart, and the world goes well indeed."

"No woman should dare to marry a man unless she knows that she can be his star through storms."

"The hardest way is nearly always the right way."

—Kathleen Watson.

VALEDICTORY

The many friends of Mr. W. Balk, recently promoted from block-porter, Liverpool, to relief officer, in the Goulburn district, met at the town hall, Liverpool, on Friday last, in order to show their appreciation of his excellent qualities as a man and a public officer.

Acting S.M. Stone presided, and from the moment the "Rightaway" signal was given until the "Distant" was challenged on the homeward run, the evening was chock full of enjoyment and good fellowship.

After the toasts of "The King," and of "Our Soldiers at the Front," and "Those About to Go," had been honored, the chairman gave that of the guest of the evening. He said that it would be but laboring the question to enlarge upon those generous characteristics which made "Billy" so highly esteemed and respected, both by the public in general and his comrades in the service.

More than once he had suffered through momentarily taking his hand from the plough of his own responsibility to give another man a helping hand.

Messrs. Casey, Hopkins, McGee, Robson, Hollis, Aubrey, Hughes, Walsh, Boyer, and Chapman warmly endorsed the chairman's remarks.

In response, Mr. Balk, who was received with enthusiastic applause, said words could not tell them his gratitude or thanks. And, in accepting a very handsome suit case, said it would ever remind him of the many friends he was leaving behind him, and whom he hoped for time would permit him to again labor amongst in the not far distant future.

The following contributed to a splendid vocal programme: Messrs J. Kay "Death of Nelson" and "Molly," H. Watt "Mr. Boose" and "Things I Don't Like to See," J. Breheny "Why Must We Say Good-bye," G. Veitch "Say Au Revoir," R. Chapman "We've Got a Long Way to Go," L. Hopkins "How We Beat the Favorite," and D. Gorrie "Firing the Big N.N." Messrs. McGee, Hollis, and Aubrey gave recitations, and A. Barlow and F. Ball rendered musical selections and played the accompaniments.

Mr. Thomas Casey, who has been for upwards of 25 years stationed at Darling Harbour, and graduated to a high position in charge of the Shunting Branch, has recently taken up duty as foreman at Sydney Coaching Yard.

On the occasion of his departure he was presented by the staff of various branches at Darling Harbour with a handsome travelling bag, suitably inscribed, and a dressing case.

The presentation was made in the presence of a large number of employees by Mr. Armstrong, local superintendent, who, in a convincing manner, conveyed to Mr. Casey his high estimation of his character and ability, and also the esteem in which he was held by his officers and many comrades, and their good wishes for his continued success.

Several of those present amply supported Mr. Armstrong's eulogy, and Mr. Casey, in well chosen words acknowledged the gifts and compliments.

LADIES!

HAVE YOU PURCHASED YOUR

New Winter Outfit Yet?

REMEMBER,
THERE'S NO PLACE LIKEMARK FOY'S, LIMITED
FOR VALUE,

Whether your need is for yourself or for some member of your family. For years there has not been an offering to equal To-day's. Altogether the Stock and Assortments are so large, there is no time to procrastinate if you would share in the Wonderful Values displayed To-day.

Those who bought early are coming back to buy again. The more you see of the floods the better you realise what Great Money-saving Opportunities To-day's Display presents. Discriminating women of refinement and culture who appreciate well-made, Stylish Coats will be enthusiastic, and revel in the practically unlimited and unrestricted choice permitted them.

And then the

REASONABLE PRICES.

LADIES' WOVEN UNDERWEAR

WARM WINTER WEIGHT.

NATURAL WOOL VESTS, "WOLSEY" BRAND, Unshrinkable.	RIBBED ALL-WOOL VESTS, Cream or Natural Colour.
S.W. W. O.S. E.O.S.	W. O.S. E.O.S.
H.N.S.S. 6/11 7/3 8/6 9/6	C.F.S.S. 2/4½ 2/6½ 2/11½
H.N.L.S. 7/11 8/6 9/3 9/11	C.F.L.S. 2/11 3/3 3/6
CREAM WOOL COMBINATIONS, "WOLSEY" BRAND, Winter Weight.	CREAM AND RIBBED COTTON VESTS, like make.
S.W. W. O.S. E.O.S.	W. O.S. E.O.S.
H.N.S.S. 11/6 11/11 13/3 14/6	Button Fronts, S.S. 2/6 2/9 2/11
H.N.L.S. 12/3 12/6 13/11 14/11	2/11½ 3/3 3/6
RIBBED COTTON COMBINATIONS, in Natural or Pink.	LADIES' RIBBED WOOL SILK AND COTTON VESTS, Cream only.
S.W. W. O.S. E.O.S.	W. O.S. E.O.S. E.E.O.S.
S.S. 3/3 3/6 3/11 4/3	C.F.S.S. 2/11 3/3 3/9
L.S. 3/6 3/11 4/3 4/6	C.F.L.S. 3/6 3/11 4/3 4/6
RIBBED SILK AND WOOL SPENCERS, Cream Only.	Button Front
S.W. O.S. E.O.S. E.E.O.S.	S.S. 3/3 3/6 3/9 3/11
S.S. 3/3 3/6 3/9 3/11	Button Front
L.S. 3/11 4/3 4/4½ 4/6	L.S. 3/11 4/3 4/6 4/9
LADIES' RIBBED WOOL AND COTTON SPENCERS—Made in Australia.	LADIES' WARM WOVEN "AUSTRALIAN MADE" UNSHRINKABLE, NAVY WOOL BLOOMERS, with Saten Banded Tops.
W. O.S. 2/1½ 2/6	S.W. W. O.S.
S.S. 2/1½ 2/6 2/11½ 4/3 4/6	3/11½ 4/3 4/6
L.S. 2/6 2/11½	Elastic Top 3/3 3/6 3/9

LADIES' UNDERCLOTHING

LADIES' PYJAMAS. "Foy's Speciality," are a leading line to-day. Special designs in STRIPED FLANNELLETTES will interest you. Size, W. and O.S. PRICE, 4/11½, 5/11½, 6/11½.

A TABLE OF LADIES' MADAPOLAM NIGHT DRESSES will be our leading Friday bargain to-day. "Two Styles," one slip over head, with Lace, the other with Collar and Frill, scalloped edges. All one price, do not miss them.

2/6 2/6 2/6
A TABLE OF LADIES' FLEECE FLANNELLETTE AND STOCKINETTE BLOOMERS, in Grey, White, and Navy. DIRECT-TOIRE STYLE; also with bands. Sizes, W. and O.S. ALL ONE PRICE.

2/11½ 2/11½ 2/11½
LADIES' GREY AND NAVY FLEECE UNDERSKIRTS are a SCARCE LINE TO-DAY. We only have a few dozen left. They are well worth 5/11½. POY'S PRICE.

3/11½ 3/11½ 3/11½
LADIES' FLANNELLETTE NIGHTS, for cosy wear. See our large assortment of styles

in W. and O.S. sizes. Our value is the best. PRICES, the 2/11½ to 5/6.

LADIES' FLEECE DRESSING JACKETS, in all colors. See our large assortment of designs. Prices to suit everybody. 3/11½ to 12/11.

A SPECIAL LINE OF LADIES' FLANNELLETTE UNDERSKIRTS, scalloped edges, in Grey, Fawn, Pink, and White, all sizes, ONE PRICE ONLY. 2/11½, 2/11½, 2/11½.

LADIES' CAMISOLES for to-day are good value. See our table of assorted styles and designs. All nicely Trimmed with Laces and Embroideries, 24 to 32 valais.

2/11½ 2/11½ 2/11½
LADIES' LACE AND EMBROIDERED UNDERSKIRTS for day and evening wear. See our SPECIAL LINE THIS WEEK in the Showroom. ALL ONE PRICE.

5/11½ 5/11½ 5/11½
TO GO OUT QUICKLY, LADIES' STOCKINETTE AND FLEECE BLOOMERS, Only 10 dozen left. ALL ONE PRICE. 1/11½ 1/11½ 1/11½.

THE HOME OF GOOD VALUES

MARK FOY'S, LIMITED



Where the Good Little Pigs Go.

The little Pigs that go to market in the shape of Rex Ham Pate are all good Little Pigs. You have the Government Veterinary Officer's word for that.

Each carcass is inspected immediately after slaughtering in our own private works. Not until they are declared free from disease are the successive steps of Chilling and Curing commenced.

REX HAM PATE

Is made from the sweet, juicy, beautifully-flavored, pink and white Rex Hams. Only thoroughly well matured Hams are used. These are ground fine, cooked in casserole, flavored with pure spices according to a well-tried recipe, and packed into neat, handy sized tins.

Rex Ham Pate makes delightful Sandwiches for Luncheons, Socials, Afternoon Teas, Picnics, etc.

Ask your Grocer for a tin to-day. Say Rex Brand, and take no substitute.

Other Rex Canned Delicacies include:

Veal and Tongue Pate. Sheep Tongues in Jelly, 1lb. tins
Pork Brown, 1lb. tins. Rex Anchovy Cheese in decorated tins,
Pork Sausages, 1lb. tins. and
Pork and Beans, 1lb. tins. Rex

Week's War News Epitomised.

The Germans claim to have captured Zemenote, Zonnebeke and Westhoek, south and east of Ypres. Sir John French thinks the Germans have definitely decided to use gas and says it is useless to protest against their action.

Not commercial jealousy but an exaggerated conception of British power inspired the British Government to go to war. So thinks Herr G. Killian, one time German Consul in Sydney.

The Germans are subjecting Ypres to continuous bombardment, and many of the residents are leaving. Fighting continues intermittently north of Ypres and other places along the front.

In the German attack on Steenstraete last Sunday week gas was again used, but it blew away, and left the Germans exposed to machine-gun fire and 2000 were left dead or wounded on the field.

An Amsterdam message forebodes another determined effort on the part of the Germans to reach Calais.

Berlin reports that the British continue to retreat with heavy losses, east of Ypres.

During the recent fighting around Ypres the Germans are supposed to have lost 80 per cent. of their men. Progress is not now to be measured by ground gained but by the drain upon the strength of the enemy. So says "Eye Witness."

In an attack south of Ypres the Germans again used suffocating gas which reached as far as the first line of British trenches. These had to be vacated. An artillery duel then took place, the poisonous vapor hanging between the contending forces. The Germans were eventually beaten back by the bayonet, and the British line was re-established in the first line of trenches that had been vacated.

Under cover of gas the Germans gained a footing at Hill 60.

The French report the recapture of Hestas on the eastern bank of the Yser. Minor successes are reported at various points along the vast front.

The Government expect to capture Riga, and state that they have destroyed the railway and cut off Libau.

The Germans claim to have captured 21,500 Russians and 33 guns in Galicia.

The Russians report having defeated the Turks in the Caucasus with heavy losses.

The Germans are reported to have cut the throat of a captured Russian scout because he would not give information concerning the movements of Russian troops.

The Germans continue to report important victories in West Galicia, which the Russians deny.

The Russians report stubborn fighting in Galicia and the Carpathians, but state that the German attacks were repulsed with great loss.

The Austrians and Germans are attacking the Russian right and threatening the rear of the advance Russian Carpathian line.

Austria claims that the Russians are retreating along the whole front. It is claimed that the light now proceeding will complete the destruction of the third Russian Army, and that 50,000 prisoners have been taken. A German report confirms the Austrian claim, but Russia denies the story, and reports that the enemy was driven back, and that 2000 men and 40 officers were captured.

Ex-President Roosevelt says that if he had been President when the war commenced, he would have asked the United States to take her place with the Allies, and perhaps the war might have been arrested.

It is stated that 2,000,000 tons of wheat will be available for export from India this season.

The Irish members of the House of Commons are opposing the increased duties on liquor.

The National Patriotic Organisation has passed a resolution thanking the overseas dominions for the services they are rendering in the war.

The Germans threaten to prohibit the continuance of distress relief to the Belgians.

The United States announces its intention to adhere to the open-door policy in China, and the maintenance of China's territorial integrity.

The gas used by the Germans causes fearful suffering to the Allies' troops that come under its influence. Practically nothing can be done for the victims. The gas fills the lungs with watery, frothy matter, gradually increasing until the lungs are filled. The victims die of suffocation in a day or two. Without doubt this is the most awful form of scientific torture.

The British line at the Ypres front is again firmly established. So General French reported on the 9th inst.

On the 9th inst. the French reported the capture of German trenches south of Careney, together with 2000 prisoners and six guns.

The Germans have occupied the Russian town of Libau, on the Baltic Sea.

The enemy has caused a Russian retreat in Galicia. The Germans claim to have been enormously successful, an Austrian communique stating that the third Russian Army Corps has lost 80,000 dead and wounded. The Russians admit

having had to retire in order to save their communications, and state that the battle lasted a week, and terrible losses were inflicted upon the enemy.

Well authenticated reports of the murder of British prisoners by the Germans have been published.

A great British attack in the vicinity of La Bassée commenced on Saturday last and was continued on Sunday, the French forces vigorously assisting. The offensive covers a front of twenty-five miles. The enemy admits that their advanced trenches have been occupied by the Allies.

Terrible atrocities are taking place in Armenia—murders, outrages and abductions are going on wholesale. Christians, including clergymen, have been hung, crucified or beheaded.

Much damage has been done in Essex by a German Zeppelin raider. A great many buildings were destroyed. One man was killed in bed. A number were injured.

The Germans claim that one of their ships sunk a British submarine.

As the Germans continue to use asphyxiating gas the British Government is considering the question of using similar expedients. The French are threatening to use hand grenades containing chemicals that will paralyse men for several minutes.

The Italians are having trouble with revolting Tripolitans. The revolt is the result of foreign bribery.

China and Japan seemed likely to come to blows over the question of concessions demanded by the Japanese Government. British interests may be affected as Britain is under an obligation to defend Chinese integrity. The British Government is in communication with Japan.

The war is costing the British Government £2,100,000 per day.

If the war lasts throughout the financial year it is estimated that the expenditure will amount to £1,322,654,000, leaving a deficit of £862,322,000.

During the first month the war cost £102,000,000, and in the second four months £177,000,000.

During the year the army will require an expenditure of £400,000,000 and the navy £120,000,000. Advances to the overseas dominions will amount to £100,000,000.

If the war lasts during the whole of the financial year it is probable that those making exceptional incomes as a result of the war will be specially taxed.

The Opposition in the House of Commons is opposing the Government's licensing proposals. Mr. Lloyd George says that he is not wedded to the scheme. Mr. Henderson (Labor) said the White Paper was an unnecessary controversy. The evidence was only that of employers and officials. The workmen's side was never stated or asked for. France is vigorously protesting against the proposed British duties on wine.

German submarines are destroying fishing boats in considerable numbers.

More than 260,000 shop assistants have enlisted in England, also 170,000 shop clerks.

Mr. Bonar Law suggests the confiscation of all German property within the British Empire.

The Canadian losses at Ypres totalled 232 officers and 6024 men.

The alcoholic standard of beer in the United Kingdom is to be lowered.

In the Clyde shipyards the men have agreed to report themselves daily.

According to the Bishop of London German infamy will not go unavenged "while there is a God in heaven and a nation brave enough to do His will."

The Germans in South-west Africa poisoned the wells with arsenical cattle-dip. General Botha protested against this breach of the Hague Convention.

Japan has declared martial law in the Kwangtung Peninsula and Southern Manchurian railway district.

It is stated that China asks for the complete restoration to China of Kiaochow, which was taken from the Germans, and that Japan asked China to await a post bellum settlement.

THE DARDANELLES

The latest news covering the operations at the Dardanelles is to the effect that fighting on the Gallipoli Peninsula continues far inland from Cape Tepe, and the Australian and British troops hold the ridges secure. The Allies' warships have been successfully bombarding the forts on the Narrows, and Madoos was reported to be burning throughout May 6.

The "Times" refers to the road work of the Australians and New Zealanders, remarking that the essence of the Dardanelles enterprise is resource and vigour.

An Athens message of May 11th reports the massacre of half a company of Australians.

The Turks are reported to be poisoning the wells at Gallipoli.

Constantinople is in a panic, owing to the arrival of 15,000 wounded from the Dardanelles.

AUSTRALIANS AT THE WAR

SKEWERING THE TURKS.

THEIR COURAGE WILL NEVER BE FORGOTTEN.

On Saturday last a full account of the landing of the Australians on the Gallipoli Peninsula, from the pen of Mr. Ashmead Bartlett, an English war correspondent, was culled to Australia and appeared in the daily papers. Mr. Bartlett has seen a good deal of fighting in his time and holds no brief for the Australians, and he freely admits that there has been no finer feat of arms during the war than that of the Australians and Maorilanders, at Gaba Tepe. From this account we gather that 600 Australians formed a covering party for the landing of the troops. This covering force, landed in boats as the first grey streak of dawn showed itself in the eastern sky and destroyers, carrying the remainder of the troops, crept close in shore ready to land their comrades. Seaward three battleships swung four cable lengths apart at a distance of 2500 yards from the beach, and their searchlights played upon the frowning hills, but not an enemy showed himself, until the keels of the boats containing the troops, grated on the shelving beach. It was then well on towards daylight and as the Australians and Maorilanders sprang into the water the Turks, who were entrenched on the hills, opened a deadly fire. The boys did not wait to load their magazines, but with fixed bayonets, they charged the first line of trenches, and forked the Turks out of them with cold steel. The Turks that were not bayoneted ran away, and the Maxim gun they were using was captured. It was all over in a few minutes and went on an Australian cheer which was heard on the battleships. This, however, was only the beginning, for facing our men, was an almost perpendicular hill and half way up it was an entrenched position from behind which the Turks fired murderous volleys. The correspondent says that the men got rid of their packs, loaded their magazines, and then went at it from taws. In fifteen minutes they had scaled the cliff and had turned the Turks out of the second trench. It was indeed a tough proposition but the boys made good and accomplished what is regarded as a magnificent feat. Heavy casualties were suffered in the boats landing reinforcements, the enemy stationed in the hills making a target of them and this went on all through the day, but despite this the disembarkation continued. The blood of the Australians was up, and instead of stopping to entrench themselves they rushed forward like seven devils looking for more Turks to bayonet—and they found them. The enemy's reinforcements came up in such numbers that the impetuous fellows were nearly outflanked and had to fall back, suffering heavy losses. They succeeded in establishing themselves on the ridges and although the Turks made innumerable attempts to dislodge them, they remained and held their ground. The wounded were got to the ships with difficulty. Of these wounded Bartlett says: "The courage displayed by these wounded Australians will never be forgotten. Hastily placed in trawlers and lighters' boats, they were towed to the ships. In spite of their sufferings they cheered the ship from which they had set out in the morning. In fact, I have never seen anything like these wounded Australians in war before."

Though many were shot to bits, without hope of recovery, their cheers resounded throughout the night. You could see in the midst of the mass of suffering humanity arms waving in greeting to the crews of the warships. They were happy because they knew they had been tried for the first time, and had not been found wanting."

For fifteen hours these men of cursive offered the heights under incessant rain of shrapnel. "These raw Colonial troops," Bartlett declares, "in these desperate hours proved worthy to fight side by side, with the heroes of Mons, the Alsne, Ypres and Neuve Chapelle."

A terrific engagement took place on the following day. The Turks having been largely reinforced during the night, made a vigorous attack with rifles and machine guns, but they were shelled by the warships and charged by the troops with such effect that at the end of a two hours struggle they fell back defeated. By the 27th the troops were established right across the peninsula, a distance of about five miles, and the opinion of Mr. Bartlett is that all the Turks in Thrace and Gallipoli will never turn them out.

The British and French forces that landed at Sedd-el-Bahr, the southernmost point of the peninsula had also a terrific task but eventually succeeded in gaining a footing and capturing the forts and surrounding territory, but they suffered heavily in the effort. The French effected a landing on the Asiatic shore and are co-operating with the warships in the attacks upon the forts on that side of the peninsula.

The additional lists of casualties among the troops from this State contain the following names:

Wounded:—Saps. L.G. F. Burton,

1st F. Co.; M. Cummings, 1st F. Co.; E. F. Healy, 1st Field Co.; F. R. Cluett, 1st Field Co.; F. P. Walsh, 1st Field Co.

Privates: F. J. Balliss, 2nd Battalion; J. F. Connor, 2nd Battalion; R. Cox, 2nd Battalion; A. H. Davies, 2nd Battalion; W. R. Dilley, 2nd Battalion; T. Evans, 2nd Battalion; H. H. Fardell, 2nd Battalion; F. A. Harris, 2nd Battalion; S. J. E. Le-serve, 2nd Battalion; C. L. Mumby, 2nd Battalion; A. T. McIntyre, 2nd Battalion; W. Reece, 2nd Battalion; W. O. Schofield, 2nd Battalion; J. Atkinson, 3rd Battalion; W. C. Crombie, 3rd Battalion; H. J. Cantwell, 3rd Battalion (2nd Rfts.); F. W. Davey, 3rd Battalion; J. R. Elliot, 3rd Battalion (1st Rfts.); G. Hugman, 3rd Battalion; J. R. Johnstone, 3rd Battalion; F. Nichols, 3rd Battalion (3rd Rfts.); C. S. Parker, 3rd Battalion; A. D. Mitchell, 1st Battalion; N. Steele, 1st Battalion; F. C. Bartlett, 2nd Battalion; M. M. Mulcahy, 3rd Battalion; C. J. Haeche, 4th Battalion; Lieutenants R. K. S. May, 1st Battalion; P. S. Woodforde, 1st Battalion; Lance-corporals A. A. Anderson, 1st Battalion; D. F. McLeod, 1st Battalion; Privates: H. Barnby, 1st Battalion; R. P. Barr, 1st Battalion; P. T. Duncan, 1st Battalion; H. Btapanec, 1st Battalion; J. C. Hayes, 1st Battalion; J. Hurley, 1st Battalion; H. J. Holmes, 1st Battalion; A. McLennan, 1st Battalion; J. McGrath, 1st Battalion; S. Martin, 1st Battalion; W. Oyston, 1st Battalion; J. Roberts, 1st Battalion; R. Robertson, 1st Battalion; W. H. Sparkes, 1st Battalion; T. W. Wadspaw, 1st Battalion; E. Brown, 3rd Battalion (1st Rfts.); C. S. Buckridge, 3rd Battalion; Dr. Curry, 3rd Battalion (2nd Rfts.); V. A. Denece, 3rd Battalion; G. H. Feidt, 3rd Battalion; G. Fishlock, 3rd Battalion; W. H. Know, 3rd Battalion (1st Rfts.); S. W. Marshall, 3rd Battalion; R. McDonald, 3rd Battalion; V. Noble, 3rd Battalion; T. Purcell, 3rd Battalion (2nd Rfts.); F. A. Silver, 3rd Battalion (1st Rfts.); T. Vidler, 3rd Battalion (1st Rfts.); R. C. Wright, 3rd Battalion; Lieut. F. Pogden, 1st Battalion; Major M. St. J. Lamb, 3rd Battalion; Capt. J. K. C. Magee, 4th Battalion; Capt. D. M. King (1st Inf. Bg., headquarters); Lieut. H. J. Saller (13th Battalion); P. G. Smith (4th Battalion); Second-Lieut. W. R. R. Pfrrench, 2nd Battalion; Second-Lieut. A. Street, 2nd Battalion; Second-Lieut. (ex Color-Sergeant) J. J. Howe, 4th Battalion; Corp. S. G. Henderson, 4th Battalion; Corp. T. Harworth, 4th Battalion (1st Rfts.); Corp. E. L. Turton, 2nd Battalion; Lce-Cpl. H. A. Merelands, 2nd Battalion; Lce-Cpl. W. Wilson, 2nd Battalion; Privates: R. J. Agnew, 4th Battalion (2nd Rfts.); B. Ashoon, 2nd Battalion; G. Clarke, 2nd Battalion; J. Cameon, 2nd Battalion; H. L. Constable, 2nd Battalion; E. Davis, 13th Battalion (1st Reinforcements); A. Dymond, 1st Battalion; A. J. Doyle, 2nd Battalion; A. T. Elwood, 2nd Battalion; J. Glanister, 4th Battalion; T. E. Goodall, 4th Battalion; A. Hornby, 2nd Battalion; R. L. Henry, 2nd Battalion; A. Isackson, 2nd Battalion; E. Jones, 2nd Battalion; G. T. Lampe, 2nd Battalion; S. Layton, 2nd Battalion; W. H. Lynch, 4th Battalion; F. Miller, 2nd Batt. (3rd Reinforcements); S. Matthews, 2nd Battalion; J. Murray, 2nd Battalion; A. A. McDonald, 4th Battalion; J. McIlroy, 2nd Batt. (2nd Rfts.); W. G. McSparran, 2nd Battalion; T. W. Moore, 13th Batt. (1st Rfts.); E. J. Overman, 2nd Battalion; I. M. Patfield, 2nd Battalion; F. Rennie, 2nd Battalion; S. Reilly, 2nd Battalion; P. Smith, 2nd Battalion; N. O. Stagg, 2nd Battalion; J. C. Sykes, 2nd Battalion; J. Tann, 2nd Battalion; R. J. Vidler, 2nd Battalion; W. Walsh, 2nd Battalion (2nd Rfts.); T. C. J. Weedon, 13th Battalion (1st Rfts.); J. E. Woodhouse, 2nd Battalion (2nd Rfts.); O. L. Whaites, 2nd Battalion; A. R. Anderson, 1st Battalion; R. A. Adair, 1st Battalion; A. J. Brown, 1st Battalion (1st Rfts.); G. Barker, 1st Battalion; F. Bott, 1st Battalion; C. Buckley, 1st Battalion; Cpl. F. C. Butler, 1st Battalion; Pte. C. H. Cain, 1st Batt. (2nd Rfts.); Lce-Cpl. L. G. Cole, 1st Battalion; Pte. A. W. Dunne, 1st Battalion; Pte. F. P. Dunne, 1st Battalion; H. Dillon, 1st Battalion; Sgt. Drinkwater, G.M.B., 1st Battalion; Pte. Dugga, C.E., 1st Battalion; B. Depina, 1st Battalion; Lce-Cpl. W. Fowler, 1st Battalion; Pte. G. Greigerson, 1st Battalion; T. Goodman, 1st Battalion; Pte. Hawkes, 1st Battalion; Lce-Cpl. C. S. Hill, 1st Battalion; Sgt. A. D. Higbid, 1st Battalion; Pte. H. T. Jones, 1st Battalion; W. H. Jones, 1st Battalion; Sgt. J. McIntyre, 1st Battalion; Ptes. J. McMonagie, 1st Battalion; W. D. McGee, 1st Battalion; Sgt. R. I. C. MacGregor, 1st Battalion; Lce-Cpl. A. Preston, 1st Battalion; Sgt. B. C. Singleton, 1st Battalion; Pte. W. S. Simms, 1st Battalion; Pte. E. J. Sexton, 1st Battalion; Ptes. A. C. Smiles, 1st Battalion; L. M. Williams, 1st Battalion; T. Warch, 1st Battalion; H. Williams, 1st Battalion; O. Wood, 1st Battalion; H. Evans, 1st Battalion; H. J. Beavis, 1st Field Ambulance; E. E. Gardener, dangerously wounded.

The total casualties reported to Tuesday last numbered 1102. The number of deaths was 163, and the wounded 939.

These were apportioned as follows: New South Wales—

Dead. Wounded. Officers 19 . . 27 Men 25 . . 164 Total Casualties, 235.

Victoria— Officers 13 . . 80 Men 42 . . 265 Total casualties, 350.

Queensland— Officers 8 . . 15 Men 9 . . 146 Total casualties, 173.

South Australia— Officers 8 . . 7 Men 11 . . 101 Total casualties, 127.

West Australia— Officers 7 . . 13 Men 12 . . 104 Total casualties, 136.

Tasmania— Officers 2 . . 11 Men 5 . . 50 Total casualties, 68.

Composite Battalions— Men 2 . . 6 Total casualties, 8.

DE OYST AN DA WAR.

HOW ANTONIO ENLISTED.

Da soldier blokes wat go to da war, Dey call da da shop of mine, And buya da cray to eat at camp— To drovna da dust it fine, Dey tell me all da things dey do To learna da way to fight So dey can licka da German arm— You bet dat I get excited.

I give da bob to da Red Cross Fund And sing "A Long Way to Tipp," I weara da flag in buttonhole— I block da old wood chip. But somehow I feel it not enough To only shaka da fist, I want to plugga da German jaw, So dash if I don't enlist.

So I go down to da dusty camp Alonga da Morphet course, I want to fight for Kinga da George And join da old Light Horse. When I got dere a sentry try To bayonet me in da gizz, Who keepa da fish-shop biz.

"Pass friend," he says, "Old frya da schnap," We wanta da chap like you To make da poem of victory When da Kaiser crowd we do, Da Doc' he hitta me on da chest, And feela me pulse as well, He makea exanule and say I do, Wid joy I gava da yell.

I pass all test wid frya da col', Until da last I tried, Dey say I got to mounta da horse To show da way I ride, Now I had heapa experience, On merra-go-round at da Bay, Da horse da word it give no trou, So uppa I clomb some way.

I grabba da mane; da horse he start, Lick streaka da light he vent, He bucka me off, and I wake up Inside da Red Cross tent. Dey say dat I ride not well enough, All over da bod' I sore, So datta da reason why Antone' Not go to da blanky war.

LOCO GRIEVANCES.

CLEANERS RELIEVING FUELMEN

A strong complaint has been made from the Hamilton loco sheds with reference to the working of the staff there. The cleaners are being called upon to relieve fuelmen, or assisting fuelmen, and are being paid only cleaners' rates, 6/8 per shift, instead of fuelmen's rates, 9/- per shift. There are about eleven fuelmen who have to take their holidays by the end of June, and instead of paying casual fuelmen, the Department is cutting down expenses by putting cleaners in their places. The consequence is that, cleaners being short-handed also, the engines go out in a most deplorable state. Furthermore, about four cleaners almost every shift are sent to the coal and ash pits to do fuelmen's work. The ashes and coal gets into their eyes and impairs their vision. Some of these cleaners, mostly boys, are put on fire-lighting, one of the toughest jobs in the loco. It is pointed out that if these cleaners are to qualify as firemen, they must have almost perfect sight, and a man cannot continue to have perfect sight if he is continually having his eyes tampered with, and having grit taken out of them. This course of action on the part of the Department spoils the boys' chances of future success. It is recognised that somebody has to do the work, but it seems unfair that boys should be put on at low rates to take the place of men who are paid higher rates. The matter has been brought under the notice of the Department by the General Secretary (Mr. Claude Thompson), and it is hoped that something definite will be done by the Chief Commissioner.

In ever-changing mood I wreathe my rhyme, From grave to gay, from jest to the sublime. The while with facile pen aside I cast Gloom that shrouded winter in the past. In cheerful lays I chant from day to day A welcome message in a welcome way. To tell all who, who cough and colds endure, The worth of Woods' Peppermint Cure.

DIED OF WOUNDS:—Pte. A. D. Mitchell, 1st Battalion (2nd Rfts.); J. R. Blakey, 1st Battalion; I. P. Broderick, 4th Battalion; E. Donald, F. Amb. (4th Rfts.); J. Shaw, 13th Battalion; R. S. Mack, 2nd Battalion;

SUPERANNUATION BOARD.

Wm. Weingott, 4th Battalion; O. A. Cross, 1st Battalion; Clempson, 1st Battalion (previously reported wounded); H. W. Crockett, 2nd Battalion; G. Lewis, 3rd Battalion; P. E. Shaplan, 8th Battalion (previously reported wounded).

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South Australia— Officers . . .

APPEALS BOARD.

RAILWAYS ACT, No. 30, 1912, RELATING TO APPEALS EPITOMIZED.

Sec. 87.—(1) Members, Secretary to C.C.—Chief Accountant—C.M.E.—Engineer—E.L. Campbell, elected by ballot for three years. (2) Three members casting vote. (3) No member to hear appeal when appellant belongs to branch of the Service of which he is a member. (4) Appeals must be made within 7 days, and heard within 30 days of being lodged. (5) (1) Witnesses examined on oath, and to be represented by barrister, solicitor or agent, who may examine witnesses and address the Board. (2) Board may decide any appeal as they think fit, and may order, (3) Board of Board find, except punishment involves dismissal, or reduction in rank, position, grade, or pay, when applicant may within 14 days appeal therefrom to Commissioners. (4) The appeal to C.C. and one Assistant Commissioner has same rights on appeal to C.C. as before (set out in sec. 92 (1), (2), (3)).

THE BOARD.

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

THURSDAY, MAY 6th.

GIVING A WRONG RECEIPT.

PIERCE HENNESSY, porter, Mandurama, 8/6 per day, was fined 4/3 (8.4.15) for having given a receipt for 132 bags on loaded in truck 3122, whereas 152 bags were actually loaded and despatched, 15.2.15.

Appellant pleaded not guilty.

Leslie Rowlandson, S.M., Mandurama, said that on 11.2.15, D3122 was loaded at the station. Hennessy was porter there, and he received the consignment of oats. According to the consignment note it contained 132 bags, and it was signed by Hennessy, whereas the weight book showed 152 bags. It always had been the practice to count the consignments of wheat or other goods. Weekly Notice No. 44.1910, gave special attention to this.

W. Daly, S.M., Sydney Goods, said that truck 3122, ex Mandurama, arrived at Sydney Goods, and they were advised that there were 132 bags on the truck, but they took 152 out of it. He held back the 20 bags and they were delivered on 23.3.15.

Pierce Hennessy, the appellant, stated that he appealed against the punishment because he had no knowledge of any regulation that any grain except wheat should be counted. He counted each wagon load off the bridge on to the truck, and it was purely a clerical error. He entered up the correct weight but put the wrong number of bags down.

The appeal was dismissed.

PREMATURE ABOLUTIONS.

HERBERT BROOKS ANDREWS, porter, Darling Harbor, 8/6 per day, was fined 2/6 for being absent from his section for the purpose of washing himself before leaving duty, although the day's work had not been completed (25.3.15).

Appellant pleaded not guilty.

Nell McLeod, shed foreman, said that on 25.3.15, at 5.50 p.m., he saw Williams, the head porter, in the powder road. He said he was short of sheets, and witness said there were some at the Plymouth wharf, and told him to get men to carry them over. Witness walked down to the end of the north shed and found Andrews washing himself at 6.5 p.m. He asked Andrews why he was there when his mates were carrying sheets. Andrews said they were waiting for sheets, and witness told him to get back to his work. Witness gave Andrews no authority to leave his section. He should have obtained leave from the head porter.

Jas. Williams, head porter, said that he was on duty on 25.3.15, and Andrews was on his section. Andrews was off his section at about 6 p.m. without authority from him. There was no work going on while he was away. They were waiting for sheets. Andrews did not carry any of the sheets.

To Mr. Campbell: Andrews might have been away a quarter of an hour, and when he came back he assisted in sheeting the trucks.

H. B. Andrews, appellant, said that he got instructions to go on to the platform. They completed the work there. Then, as there was nothing to do there he went back to his own section. He got no further orders from Williams. When he left the platform he went quite openly, and when he got back to the powder road all the other men were sitting, waiting for sheets, and as there was no work he decided to go and wash his face because his eyes were sore from the dust. As soon as he got back he found the cart had brought some sheets along, and he assisted to complete the work. He was not aware that it was necessary to get permission to go and wash his hands after handling hides or other dirty goods.

The Board dismissed the appeal. Mr. Campbell dissenting, considering that a caution would meet the case.

HIS WIFE'S TICKET.

JAMES HENRY LEE, guard, Cowra, 10/6 per day, was fined 2/6 (6.4.15) for failing to see that two second-class pass No. 676898, issued in favor of his wife, dated 18.1.15, was handed in immediately on expiry—January, 1915.

The Board dismissed the appeal. Mr. Campbell considered that in the circumstances a caution would meet the case.

THE BOARD.

MR. MACOUN.
(Chairman).
MR. SPURWAY.
(Chief Commissioner's Representative).
MR. E. D. CAMPBELL.
(Elected Representative of Whole Staff).

TUESDAY, MAY 4th.

A BOILER SHORT OF WATER.

GEORGE DAVIES, firelighter, Eveleigh, 3/6 per day, was reduced from the position of firelighter at 9/ per day to that of shed laborer at 8/ per day, from 25.3.15, for neglect of duty in failing to keep sufficient water in boiler of engine 287 "R" class, resulting in the fire having to be knocked out in order to avoid damage to the firebox. (Eveleigh), 28.1.15.

The appellant, who was defended by the General Secretary of the Amalgamated, pleaded not guilty.

Jos. Snape, firelighter, said that he examined the boiler of 277 "R" class engine and found the water low. There was no steam, and the fire was spread all over the box. He knocked the fire out, and then drew the attention of driver McKenzie to it, also the attention of the shed foreman.

To Mr. Thompson: He looked at 287 at 7.10 a.m. from 6 a.m. to 7.10 a.m. he was at his other work.

David McKenzie, driver, said that he examined 287 at about 7.10 a.m. Snape drew his attention to her. He found no water in the glass and no steam in the boiler. He did not test test cocks, or examine the throttle valve because there was no steam.

H. Fountain, fitter-in-charge, said that his attention was drawn to the boiler by firelighter Snape. He found 5lb. of steam and no sign of water in the glass.

To Mr. Thompson: Davies left up the engine. The fire was knocked out before he got there. If there was half a glass of water when Davies knocked off at 5.30 or 6 a.m. it would have been safe until 7.30 a.m.

Wm. Logan, boilermaker, said that he examined 287 and found the firebox in good condition. The bottom cook had water in it, but there was no water in the glass. He saw no leaks about the firebox.

Geo. Davies, the appellant, said that he signed on at 10 p.m. on 27.1.15 and got a list of eight engines to light up. No. 287 was not on the list. At 3.20 he was told that a fireman had lit up No. 287. At 3.45 a.m., when he looked at 287 she had a full glass of water, and no steam, and the fire was banked. At 4.45 he went to Elston's siding to light up a crane. When he came back he saw fireman Pearce getting off 287. Pearce asked him if he knew anything of the gauge-glass of 287 blowing. He got up on 287, opened the column and tried the glass and bottom test cock, and was satisfied.

To Mr. Slater: He made a statement to the effect that he lit up 287 at 4.45 he examined her and found that there was half a glass of water.

Walter Pearce, firelighter, said that he was on duty on 28.1.15, and at 5.30 he was at the south end of the shed and saw steam blowing out of the cab of 287. He saw the gauge glass was blowing and shut it off. He tested the water and found half a glass. He then saw Davies and told him, and he went and examined the engine.

The Board considered that the appellant was responsible for the condition of the boiler, but that the punishment was too severe, and restored him forthwith.

ALLEGED DRUNKENNESS.

HARRY POOLE, fireman, June, 11/ per day, was dismissed 16.4.15, being, in the opinion of his superior officers, under the influence of intoxicating liquor while on duty at June, 1.4.15.

Appellant pleaded not guilty, and was defended by Mr. Abigail.

Brierley Bath, charwoman, said that on April 4th he was relieved at 11.30 p.m. At 11.55 p.m. he was writing when Poole came to the window and asked for the appearance book. Witness called him into the office and he wanted to know why he (witness) told him to come inside. Witness sent for the inspector and charged Poole with being under the influence of liquor. Poole laughed, and witness told him he was serious. Poole went away, and witness followed him and called

the attention of the shed foreman to him and detained him.

To Mr. Abigail: He held strong opinions on the liquor question, and gave it out in the shed that any man with any sign of liquor would be reported. He denied pulling Poole by the coat. There was a strong smell of liquor came into the office when he put the window up, and when Poole entered the office he staggered.

To Mr. Abigail: He was close to Poole and smelt liquor. He knew Poole was suffering from a heavy cold and could scarcely speak. His talk was not his usual one.

Walter Fraser, steam shed inspector, said that he was satisfied that Poole was under the influence on account of the smell of liquor and by his staggering gait.

Harry Poole, fireman, said that he was on duty 12 hours and 5 minutes. He had no intoxicants on that day. When the call boy came his wife signed the paper. He went on duty and was shunting all day. At 10 p.m. he took the staff to the S.M. and spoke to him, and then went back to his driver. He had about 20 minutes for lunch at 10 p.m. He was very bad, and was really done. He had signed off and then went to ask what his duty for the next day. Bailey came and told him he wanted to speak to him, and he (witness) went back and sat down in the office. He thought Bailey was going to have an "April fool" joke with him. He denied putting his hand up to hit Bailey. The reason he left when Mr. Fraser came was owing to his illness. He could not stand any longer.

Hy. F. Jones, night officer, June, said that he saw Poole frequently during that night. At 10 p.m. he saw him on the engine. Poole came to him at 9 p.m. with the staff for a shunting operation, and d returned the staff at 9.30 p.m. Witness then remarked that he had a beautiful cold. He replied that he had. Witness was about six feet from him then, and he could neither see nor smell liquor on him. He was on Poole's engine several times during the night and Poole was carrying out his duties.

Jas. Sexton, loco driver, said he had 28 years' service. Poole was his fireman. On 1.4.15 they did 12 hours' duty. Poole had no liquor with him. Witness could not detect any sign of liquor on him, and he did not leave him during the twelve hours. He was satisfied that Poole was not under the influence of liquor.

Thos. Wilson, loco driver, said he relieved Bailey on the night of 1.4.15 at 11.30. He saw Poole ask for the appearance book and sign off. Witness was sitting in the office, and Bailey went and gave him the book to sign off. By his speech Poole was very hoarse.

Hy. B. Turner, 2nd-class shunter, June, said he was on duty at June 1.4.15. He saw Poole frequently and he was perfectly sober. Witness was positive that no liquor was brought into the yard, and he was with the driver and fireman every five or ten minutes.

Ebenezer S. Baker, loco storeman, also testified that Poole had no sign of any liquor on him.

The Bench upheld the appeal.

GOODS AS LUGGAGE.

LAWRENCE THOMAS McGOVERN, ticket collector, Sydney, 9/ per day, was fined 9/ (8.4.15) for having permitted a passenger to take a package of leather goods as luggage into a carriage, 15.3.15.

Appellant pleaded not guilty.

Henry R. Raife, inquiry officer, said that on 11.3.15 he was on No. 1 platform. The 9.45 a.m. south train was at the platform, and he saw a man carrying a large canvas package. Smith told him to keep his eyes on him. Witness watched and saw appellant open the door and let the passenger in, and the package was taken in also. Appellant then checked the ticket and closed and locked the door and walked away. Witness then spoke to him about it and he went back and spoke to the passenger, and the parcel was taken to the van and booked. Appellant had walked away about ten yards, and as witness approached he turned and walked back, and witness spoke to him at the door of the compartment.

Joshua F. Smith, acting ticket inspector, gave corroborative evidence, and added that the parcel was booked back from Liverpool and weighed 70lb.

Lawrence T. McGovern said he was on duty checking the car. He admitted the passenger into the compartment. He never left the door, nor did he lock it. He stood there all the time, and after he had checked the other tickets he saw the package on the floor of the car and told the man he could not have it there. Raife did not tell him that he should not have admitted the passenger. He had instructed the passenger to take the package out and book it before Raife spoke about it. He did not see the passenger put the package in the car as he was checking the other passengers' tickets.

The Board considered the charge proven, but held that the fine was excessive and reduced it to 2/6. Mr. Kendall dissented.

FAILING TO TURN TO.

THOMAS GODDING, guard, Clyde Yards, 11/6 per day, was fined 5/9 (7.4.15) for failing to turn to see himself for duty in accordance with roster. Result: 1 hour 40 minutes delay to No. 133 goods, Clyde to Picton, 22.2.15.

Appellant admitted the fact, but pleaded extenuating circumstances.

On behalf of appellant it was stated that for eight months he had been on a regular or link roster, coming in on Sunday on 102, and going out again on Tuesday on 133. When going off he looked at the roster and saw he was still on 133, but he did not look down the column to see that it was still Tuesday, Thursday and Saturday. If he had looked he would have seen that it had been altered to Monday, Wednesday and Friday. He had been used to having any change in his day on the roster notified to him, but at Clyde this had not been done.

The Board dismissed the appeal.

SAFEGUARDING RAILWAY WORKERS.

AN AMERICAN DECISION.

A railway worker named Charles Van Zandt was working on a bridge in Philadelphia, U.S.A., when he was struck by a train and injured. He sued the railway company for damages, but the decision went against him. He then took his case to the Supreme Court, where the judge reversed the decision and ordered that a judgment be entered in Zandt's favor, and awarded him 15,000 dollars damages. Zandt's attorneys claimed that the train sounded no warning of its approach. The defense argued that the duty of the railroad to the plaintiff was of no higher degree than to one endeavoring to pass over its tracks at a public crossing. The lower court sustained this contention.

The Judge said: "The rights and duties of a person lawfully engaged on and near any railroad track are essentially different from those of a person about to cross such track at a public crossing. The two situations are entirely different. A person to pass over the crossing is required to stop, look and listen for an approaching train. It is apparent that if a workman is to be constantly looking for an approaching train he cannot perform the service for which he is employed."

"The railroad man knows that the faithful performance of his duties prevents his constant watchfulness, and hence there is imperative necessity for a signal or notice sufficiently adequate and timely that by the exercise of due care on his part he may escape a collision."

IF YOU KNOW NOTHING, SAY NOTHING.

A writer in the Victorian "Railway Union Gazette" tells the following story:—

Some years ago I ran a special passenger train from Bendigo to Melbourne on Derby Day, and was booked to run a corresponding down train in the evening. There were also trains run from Benalla, Ballarat and Geelong, and the guards were similarly booked to return to their home stations.

We, the country guards, were clustered together when the S.M., a Mr. Hall, came up. He was a very thin, nervous man, who had very little metropolitan experience, and made up for his want of knowledge by a certain amount of bluster and bluff. He had in his hand a list of specials to be run, and, seeing the same number of guards, he proceeded to allot us to trains, sending each man away from his home station. I started to remonstrate, but was quickly told that as a guard I was my duty to obey, and go where I was sent. So, of course, I had to say no more.

Just then Head Porter Breeze came up. He was a big, raw-boned Englishman, and, putting a hand nearly as big as a frypan on the little S.M.'s shoulder, spun him round so that he faced him. "Look, see here," said he, "if you don't know nothing, don't say nothing, then thee will get along all right." Then, turning to our astonished guards, he said, "Don't mind he, just take your own trains home."

The advice so roughly given to the S.M. sunk deeply in my memory, and I have often since blessed the day that I took in such good advice.

BRANCH MEETINGS.

(Continued from page 2.)

A matter affecting Per. Way men was then discussed at some length, and it was decided to get certain information and then forward on to Head Office.

Next meeting will be held at West Tamworth railway station on Sunday, June 6th, at 10 a.m.

COWRA.

The monthly meeting of the above was held on Sunday, 9th inst. There was a good attendance of members. As there was not a great deal of business to be done, the meeting finished early. This is not often the case, as there is generally plenty of business to be done. The secretary would like to impress on members that there is a good demand for the yearly badges, and by paying up 9s., they will be clear to the end of the year, and will be entitled to one of them. The collectors will fix it up, and the medal will be forwarded as soon as name is sent in.

W. Hogan (one of the collectors) managed to score two more new members. Any of the members who are working with mates who are not in the "All Grades" should in-

duce them to join, as they will be benefiting the branch, and also the Association in general.

We are pleased to say that H. M. Mater (Loco collector) is getting in good work with the medals, he has got rid of 18, and is still going like "Johnny Walker," strong.

GOULBURN.

The monthly meeting of the above was held in the Oddfellows' Hall on Saturday, May 8th, the president, Mr. Rogers in the chair, and a large number of members in attendance.

Letter from Head Office re collector, was left in the hands of the secretary to deal with. Letter was received from Head Office stating that the president, Mr. E. Campbell, and vice-president, Mr. V. G. Kavanagh, would pay a visit to Goulburn on the 22nd and 23rd of May, members present at meeting were pleased to hear of their coming, and it was decided that a reception be held on the Saturday at 7.30 p.m., and meeting on the following day. A committee of seven was appointed to make all arrangements in connection with the visit, and members will be advised by doggers and through the "Co-operator" and local press on what is being done. Six new members were proposed and admitted to the branch. Secretary wishes to let members know that he has a few medals on hand, and members paying up to end of year can get one. Several small matters, after discussion, were left in the hands of the secretary to attend to. This concluded the business of a good meeting.

BATHURST.

The monthly meeting of the Bathurst branch was held in the Masonic Hall on Wednesday, May 5th. Mr. F. A. Hudson (vice-president), in the chair.

Correspondence was read and dealt with as follows:—

From Mr. J. Bove asking permission to address the meeting on the aims and objects of the Workers' Educational Association. Mr. Bove was admitted and gave a very interesting address.

From the general secretary re closing workshops on public holidays, stating that this matter is being placed before the executive.

From the general secretary re correspondence between the association and the Department concerning punishments on the Loco. staff for failing to take out metal dockets when going to work; also dealing with the cases of E. Ingerlose and J. D. Rowen, saw-miller.

The secretary proposed nine new members.

The officers of the branch would be glad to see more members taking an interest in the meetings.

NEWCASTLE NO. 10.

TRIBUTE TO THE AUSTRALIAN TROOPS.

The fortnightly meeting of Newcastle No. 10 (Traffic) was held at Beacham's room, Fern Street, 1st inst., and there was a very fair attendance.

Mr. A. Frewin (branch president) occupied the chair, and in opening the meeting he said he felt impelled to refer to the bravery of our Australian troops, in affecting a landing at the Dardanelles in face of such terrible odds. No doubt, he said, our chaps thought they were forwards at a football match. At any rate they showed the Turks that they were not the only ones that could use a tin opener, as some of the Turks found to their cost.

The following resolution was carried unanimously, all the members standing as a mark of respect and sympathy for our men: "That the members of the A.R. and T.S. Association, while feeling proud of the gallant dash and bravery displayed by our Australian troops at the front in their first encounter with the enemy at the Dardanelles, at the same time regret to express our sorrow at the heavy death rate and large number of wounded that have suffered in the carrying out of their noble duties. We also send our deep regret and sincere sympathy to the bereaved relatives in their losses in such trying circumstances."

A record batch of important correspondence was dealt with as follows:—

From the Chief Commissioner re equalising the time of guards at Newcastle and Bullock Island, advising that no cases are known where men with full time in at Newcastle, have been sent to Port Waratah, and coal guards, with short time, booked off. Since the receipt of the foregoing it was reported that guards that already had twelve days in were put in the places of shunters at Port Waratah, and such shunters were under the twelve days, namely, ten and eleven days, consequently the guards mentioned would make thirteen days. Why, the men ask, do the officials do this, and at the same time advise the Commissioner that it is not done? The men would really like the Chief Commissioner himself to see that this practice is discontinued. The occurrence happened last month, but we are not in a position to specify individual cases. The working sheets, if perused, would show that what is stated is perfectly true.

From the District Superintendent re the receipt of goods after stipulated hours—members were advised to take this up locally. Mention was made how things work. The carts come in and load up at 5.30 p.m.; they then sheet the trucks to prevent exposure and damage. Then the railway porters, in the morning, reshoot and lash the trucks. Although the trucks are loaded the previous night, the consignment note is not issued until next day, thus making it appear that stuff has only been just loaded.

From the same re guards brought out at night for less than a full shift, and being called during the night to receive instructions respecting laying back. Particulars of the case of hardship were asked for. The letter also referred to shunters being called through the night to be instructed that they are not required, and certain men were referred to. The presumption is wrong, those whose names are mentioned are not the men, so, evidently, there are others that have been treated in this manner.

From the general secretary and Chief Commissioner re the case of Signalman Letch. A copy of the letter is to be sent to the Department of Labor and Industry for further investigation.

From the Superintendent of Lines regarding what is meant by "a day off," and defining it as "at least 24 hours off duty, of which reasonable notice has been given."

A circular was received advising that there is no record of any instructions being issued in respect to guards being employed after finishing their trip. The matter was left in abeyance until next meeting so that members that have a copy of this circular can peruse it, and eventually again place the matter before the Superintendent of Lines.

From the Department of Labor and Industry, Sydney, re complaints concerning Per. Way and Traffic awards, wages staff, advising that an inspection would be made and a report obtained.

From Head Office advising that names of four shunters sent down as working over twelve hours had been reported to Investigation Department, with a request for instant action.

From Messrs. W. C. Grahame, M.L.A., Minister for Agriculture, and A. R. Gardiner, M.L.A., stating that they were bringing the matter of the classification of the Newcastle yard under the notice of the Minister for Railways (Mr. Hoyle), with a view to the carrying out of the recommendation of the Commissioner.

From District Superintendent re grade of porters' working frame at Port Waratah, and stating that the matter is receiving attention.

From the Minister of Public Health re insanitary condition of the lagoon at Port Waratah. The recent heavy rains have let an abundance of water in this lagoon so, to a certain extent, the stench is minimised; but an inspection should take place at intervals in the interest of all.

From the Superintendent of Lines advising that there is no record of any instructions being issued in respect to the employment of guards after finishing their trips, and stating that, providing the regulations are observed, such work is permissible, and at times necessary.

The District Superintendent, Newcastle, reports that directions as to the running of guards are given by the foreman, who meets all trains on arrival, and there is, therefore, no necessity for guards to wait for instructions.

From the Chief Commissioner re the request for same conditions for Traffic as for the Loco. men, at Port Waratah.—Matter under consideration.

From the Chief Commissioner re the passing of vans at Woodville Junction.—It was resolved that the Commissioner be again written to asking him to instal the electric light in all vans, similar to the East Greta Company. It was explained that this could be done at a comparatively small cost.

From the District Superintendent re the "box of scissors," Port Waratah, advising that, at the present time there is a foreman and two porters at the scissors who deal with all consigned traffic, and the guards, on arrival at this place, hand their slips to one of the employees, who deliver it at the telephone room, and it is subsequently filed.

From the Chief Commissioner re brake vans in use in Newcastle District bearing "repairs" and "wanted" tickets, stating that the matter has had consideration and general instructions have been issued to the effect that when brake-vans are marked off for repairs, or to be forwarded to any specified place, they must be dealt with accordingly, without delay, and not retained in traffic.

From the Chief Commissioner to Mr. A. R. Gardiner, M.L.A., advising that circumstances having arisen, that the case of Mr. W. G. Osborne has been rescinded, with the result that the Commissioner has approved of his transfer to the permanent staff. It was resolved that a letter of thanks be sent to Mr. A. R. Gardiner, M.L.A., for his unflinching and unceasing efforts on behalf of members of the branch, and particularly so in the case of Mr. Osborne.

From the general secretary re witnesses attending the Appeals

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Board, and stating that under the Draft Appeals Board Bill, recently placed before Parliament, it is provided that a subpoena may be issued similar to the subpoenas in civil and criminal processes, and that such will have to be served by a policeman, or other process server; and that the matter mentioned would not be lost sight of.

From the Superintendent of Lines to the general secretary re Guard Stewart's computation of time, etc., stating that it was found that on 13/11/14 Stewart was shown as "booked off," although he was allowed less than twenty-four hours from the time of signing on to the time of signing on, and that one day's pay will be allowed for this period, making it 12½ days instead of 11½ days.

From the Head Office giving the names of members in arrears who have written to Head Office, some bluffing, others arranging to pay.

From the District Superintendent advising that a copy of the current Sunday roster for Newcastle had been posted up at Port Waratah, and that the whole of the guards were placed on the same footing regarding shifts on Sunday.

From the general secretary stating that the case of Mr. Frewin was to be placed before the Premier.

A circular was received re financial aid for the Newcastle Hospital.

Advice was received from the Head Office concerning members that are now paying off their arrears.

Eight new members were admitted. We are having a cut for a prize, but if a prize were given to the branch admitting new members every