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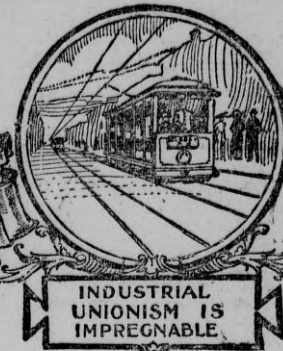
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VOL. X., No. 22.

Business Address:
See page 4

THURSDAY, MAY 28, 1914.

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Albert Maher
(Member City Tattersalls Club)

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ABSOLUTELY THE LONGEST ODDS
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WHICH ON PLACE ALL EVENTS
PROMPT PAYMENT AND FAIR
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ASSOCIATED RACING CLUBS PONY RACES.

NEXT MEETINGS:
1914.
Ascot - Wed., May 27
Rosebery - Wed., June 3
Victoria Park - Wed., June 10

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You can save the trouble of others, you
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The blade just slips in and is gripped
fast and at just the right angle. With
it you are assured of a clean shave,
a quick shave, an easy shave, and
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Victoria Park Racing Club.

WEDNESDAY, JUNE 10 1914.

LARGE ENTRIES. BIG FIELDS.
SPECIAL TRAMS. SPECIAL TRAMS.

One Penny from Railway Station.
H. COBROFT, Secretary V.P.R.C.,
29 and 21 Imperial Arcade

**BUCHANAN'S
BLACK AND WHITE
WHISKY**

BAKER'S STADIUM. Sole Direction
Mr. R. L. BAKER.
Next Saturday Night May 30th, at 8.30.
GREAT INTERNATIONAL LIGHTWEIGHT CONTEST
MILBURN SAYLOR America vs. HERB MCCOY Australia.
Two Six Round Preliminary Contests at 7.45 o'clock sharp.
PRICES: £1, (reserved) 10s., 5s., 3s.
Every Thursday Afternoon Great Boxing Matinee.

THE TURF.

NOTES AND SELECTIONS BY "MUSKET."

Rosehill on Saturday.

The Albion Park Cup was won on
Saturday by Warranilla. The second
horse, Count Grafton, paid £21/14
for running second. Another ad-
vertisement for the tote.

Trotting at Victoria Park to-
morrow.

The 14.1 Handicap over five fur-
longs, the 14.2 Handicap, and the
Trial Stakes, both events over a like
distance, were run in 1min. 4sec. at
Victoria Park on Saturday. Lady
Mascot, in the 14.0 Handicap, was
the best performer, as she carried
11st and ran a dead-heat with First
Toy.

Relievo met with interference at
the home turn in the May Handicap
at Moorefield on Saturday.

Salve, who went close to winning
the Welter Handicap at Moorefield
on Saturday, is only a trifle above
the pony standard.

La Fiancee recorded good time
when she ran the six furlongs at
Moorefield on Saturday in 1min. 15
secs. The track was rather heavy.

The Australian jockey, F. Bullock,
rode four winners at the Salisbury
(Eng.) races last Friday.

Lady Mascot and First Toy
equalled the 14-1 hands' five furlongs
record when they ran the distance on
Saturday at Victoria Park in 1min.
4secs.

Royal Navy was interfered with in
the youngsters' race at Moorefield.

Halston, who won a division and
the run-off in the Novice Handicap
at Kensington recently, was sold a
few days ago for 215 guineas.

MOOREFIELD.

Winners, S.P. Riders.

Wadden, 2 to 1 (Woodburn).
La France, 10 to 1 (Fox).
Strathfield, 15 to 1 (Lightfoot).
Toby, 5 to 1 (Black).
Haze, 15 to 1 (Meddick).
Hot Air, 7 to 1 (Dorington).

There was a fair attendance at
Moorefield on Saturday, but the Vic-
toria Park meeting was responsible
for a smaller crowd than usual.

Backers started fairly well, but
books easily won on the day.

Kolpane started favorite in the
Hurdle race, but he fell early, while
Jarvisfield and Lew also came down.

Gorillas led nearly all the way but
was beaten in the last few strides
by Wadden. Treacherous filled
third place, but he was a long way
behind.

Malchester, at 5 to 4, was heavily
backed in the Flying Handicap, the
next in demand being Fizzing.

Sweet Malt was fastest to get
going, and led to the straight from
La Fiancee, who was a length in
front of Malchester and Fizzing. At
the distance La Fiancee challenged
Sweet Malt, and after a close finish
the judge declared in favor of La
Fiancee. Malchester was a fair
third, Fizzing fourth, and Salario
next.

Child was always at a short price
in the Kogarah Stakes, and at flag-
fall he was called at even money.
Royal Time was second in demand.
Of the others, Miss Collar and East-
ern Chief were best backed.

Royal Time was first to get going,
but Goonabra led along the back and
up the hill from Child, Strathfield,
Eastern Chief, Royal Time, and Miss
Collar. At the home turn Strath-
field ran to the front and, coming
on, won easily from the favorite,
with Eastern Chief a fair third.
Goonabra filled fourth place.

Kirkee was heavily backed in the
Juvenile Handicap, and went out
favorite at 5 to 2. Tony was second
in demand, while Prince Palatine

and Lingard came in for solid sup-
port.

Tony ran to the front soon after
the start, and led up the hill and to
the straight, where he was joined by
Foil and Prince Palatine. At the
distance the two were almost to-
gether, just in advance of Lingard,
but Tony came on in great style
and won by half a length from Lin-
gard, with Foil a good third, and
Prince Palatine fourth.

Another outsider in Haze scored
in the May Handicap. The favorite,
Kilmeadon—never really looked
like winning, but Relievo might
have been handy but for meeting
with interference.

Bunbury led over the early part,
but Mandawa showed the way along
the back. At the hill Haze forged
to the front and afterwards had
matters all her own way. The St.
Alwyns mare won by half a dozen
lengths from It's Fanny, with the
favorite a moderate third and Re-
lievo next.

Fizzing was sent out favorite in
the Welter Handicap, but she went
under to Hot Air. The winner took
charge at the top of the hill, and at
the home turn was on terms with
Contone and Salve. The finish was
close, Hot Air winning by a head,
with a similar trifle between second
and third. Malheur was fourth.

ASCOT.

Winners, S.P. Riders, Post Positions.

Phast Lad, 4 to 1 (Bindon)—1.
Martin B., 5 to 1 (Walsh)—9.
Kell, 12 to 1 (James)—8.
Yamba, 5 to 1 (Tanko)—3.
Fortune, 5 to 1 (Connolly)—5.
Larus, 6 to 1 (Booth)—11.
Sinderby, 6 to 4 (Lilyman)—13.
Honeycomb, 7 to 1 (Walsh)—13.
Haughty Jean, 8 to 1 (Gynor)—6.
My Peggy, 5 to 2 (Moulton)—6.
Miss Katherine, 5 to 2 (Thomas)—5.

A big programme was run through
at Ascot yesterday. Phast Lad, from
No. 1 position, led all the way in
the first division of the Novice Hand-
icap, and won easily from Jack
Bradshaw, who beat Ayr Blend by
a head. Sophora was a close fourth.

The second flutter went to Martin
B., who led all the way, and just
won from Keith, with Arakoon a
good third. Acme was fourth, Field
Bird fifth, and Rooney next.

The third division resulted in a
win for an outsider in Kell, who led
all the way, and won easily from
Dalett, with Edderton third, Me-
phisto fourth, and Hammond next.

Yamba was first out and home in
the first division of the Flying Hand-
icap. The Volpone gelding scored
by half a neck from Toinette, who
finished fast. Cable News was third,
Doonga fourth, Wigalla fifth, and
Yarrum next.

Fortuna led all the way in the
second flutter, and won nicely from
Mode, with Defence third and St.
Moritz next.

Larus practically led all the way
in the third division, and won by
half a length from Blair, with Mel-
rose third and Billy Blue next.

Sinderby was first out and home
in the 14.0 Handicap, the chestnut
winning nicely from Millie, with My
Dove, who finished fast, third, and
Merton Belle next.

The run-off for the Novice Hand-
icap resulted in a win for Martin B.
The favorite, Phast Lad, was left at
the post.

The first division of the 14.2 Hand-
icap fell to Honeycomb, who beat
Rainbow by a head. Miss Benita
was a head further off in third place.

Haughty Jean practically led all
the way in the second division, and
won easily from Monday, with Miss
Playful third and Hazel H. next.

The run-off for the Flying was
won by Fortuna by a neck from Lar-
us, with Yamba close up.

My Peggy won the Ascot Handi-
cap nicely from Sanlenda, with Ar-
gyle third, Prince Haut fourth, and
The Artist next.

Prince Haut led by 15 lengths at
the end of the first half-mile.

Miss Katherine easily won the
Trial Stakes from Geegeela, with
Plumella third.

VICTORY FOR DAY LABOR.

Delighted exclamations came from
Opposition members in the House of
Representatives last week when Mr.
Wynne, the Postmaster-General, sup-
plied the reply to a question by Mr.
D. C. McGrath in relation to the
day labor versus contract contro-
versy. Mr. Wynne said that the low-
est tender for laying conduits at Bal-
larat was £2428 10s. 5d. The cost
to the department of carrying out the
work by day labor was £1716 9s.
11d. Mr. J. Page: "That is a shock
for Ministers. Contracts will be hard
to explain after that."

Sparklets from Sportdom

By "SEARCHLIGHT."

There were 30,000 spectators at
the South Sydney v. Eastern Sub-
urbs match on Saturday.

The half-time scores in the
League matches on Saturday were:
Eastern Suburbs 7, South Sydney

0, Glebe 10, Annandale 0.
North Sydney 8, Western Suburbs
7, Balmain 16, Newtown 5.

Balmain effected a great surprise
by downing Newtown on Saturday.
The outsiders won by 23 to 8.

Eastern Suburbs found their
punch on Saturday. They beat South
Sydney by 10 to 4.

Glebe accounted for Annandale by
23 to 3.

The Granville Bicycle Club's road
race which was set down for Sat-
urday last had to be postponed on ac-
count of the bad state of the roads.

C. Horder, while playing football
for South Sydney on Saturday, had
his shoulder broken.

South Sydney's Union team did
better than the League on Saturday,
when they played a draw with West-
ern Suburbs.

Although defeated on Saturday,
Newtown and South Sydney are still
among the leaders in the competi-
tion. Glebe and North Sydney are
also in the front lot.

Newtown play South Sydney on
Saturday at the Agricultural Ground.
Balmain meet Glebe at Wentworth
Park. North Sydney and Eastern
Suburbs play at the Sydney Cricket
Ground; and Annandale will play
Western Suburbs at Pratten Park.

North Sydney easily downed West-
ern Suburbs on Saturday, although
in the first half Wests held their
own.

The English League footballers
arrived at Adelaide on Saturday
morning, and in the afternoon played
a South Australian team. The
visitors won by 101 to nil. Wood, of
Oldham, kicked 15 goals.

At the Northern Suburbs Bicycle
Club's meeting on Saturday Walcott
won the three miles scratch race
from Collins and Keith.

Keith accounted for the half-mile
handicap.

The final of the City club's nine-
mile race at Prospect resulted in
a win for T. Westheider, of the Mar-
rickville club. W. Wylie, of Peter-
sham, recorded fastest time, viz.,
32min. 52sec.

Fred Lindrum, jun., failed to pull
up the 4000 start he gave his bro-
ther in a billiard match of 18,000
up. The youngster went out when
Fred's score was 15,831.

The ex-Australian cricketer, Tar-
rant, scored 140 not out for Middle-
sex against Sussex on Saturday.

The Australian tennis player, N.
E. Brooks, won the singles cham-
pionship at Surrey (Eng.) on Sat-
urday.

The British amateur golf cham-
pionship was won by J. L. C. Jen-
kins, of the Troon club.

George Gray and Young Newman
commenced another billiard match
of 18,000 up a few days ago. The
Australian is conceding 2000 points.

ANTICIPATIONS.

ROSEHILL.

HURDLES.

Zoeholme or Briarberry 1

AUBURN HANDICAP.

Herringbone or Relievo 1

MAIDEN JUVENILE.

Kolapore or Flavorous 1

GRANVILLE STAKES.

Marchwood or Royal Pet 1

ROSEHILL HANDICAP.

Firm or St. Carwynne 1

FLYING WELTER.

Malheur or Ligero 1

TROTTING

ON
Victoria Park Racecourse
FRIDAY NEXT

115 Entries Six Events 115 Entries

Special Trams Direct to Racecourse Gates.

FIRST RACE - 2 p.m.

H. COBROFT, Sec. A.T.C.

BOXING.

STADIUM FIXTURES.

Saturday, May 30.—Milburn Saylor
(U.S.A.) v. Herb McCoy (Vic.),
lightweights.

Saturday, June 6.—Jimmy Clabby
(U.S.A.) v. Jeff Smith (U.S.A.),
world's middleweight cham-
pionship.

Saturday, June 13.—Kid Lewis
(Eng.) v. Hughie Mehegan
(Vic.), lightweights.

BOXING NOTES.

The Newtown Railway and Tram-
way Club will open their amateur
boxing tournament at the Olympia
about the end of June.

Steps are to be taken to tender a
representative welcome to R. L. Ba-
ker when he returns to Sydney on
June 1.

James Dubourg, the promising

the game. A cablegram says that
his hands are not in shape, and
sooner than cheat the public he is
going to quit.

Shugrue will not fight Saylor un-
til he has had a cut at two or three
others, to feel his way as it were.

Newcastle claims to have amongst
its population another Fred Kay in
the person of Charlie Green, who is
said to be as clever at the game as
they make 'em. He is 21 years old,
6ft in height, 1st. 10lbs. in weight,
and a reach of 73 inches. Green has
the equipment, he yet has to show
that he can use it, with benefit to
himself.

MEHEGAN ON TOP.

Mehegan and Welling Provide
a Willing Twenty Rounds.

THE DECISION MEETS WITH MIXED RECEPTION.

Both boxers, under a \$1000-forfeit
to make 9st 10lb at 2 o'clock on Sat-
urday afternoon, Welling had not
slightest anxiety about making the
required weight, but Hughie was in
difficulties, as he was 20z. over
weight. Welling would have been
quite within his rights in claiming



MILBURN SAYLOR.

French middleweight, will meet the
winner of the Cripps-King battle at
Brisbane.

McGoorty defeated Dubourg in five
rounds at the Melbourne Stadium
on Saturday night.

Hughie Mehegan will meet Kay in
six weeks' time for the lightweight
championship of Australia.

The match between Colin Bell, of
New South Wales, and Bombardier
Wells, the English heavyweight
champion, will take place at London
Olympia on June 30.

Saylor, who is to meet McCoy on
Saturday night at the Stadium, has
proved himself to be a very fine
boxer; and he is bound to find a for-
midable opponent in McCoy, who will
enter the ring in his best form. The
contest will start at half-past 8, and
will be preceded by two 6-round pre-
liminaries between Jack Murray and
Jimmy James, and Alf Taylor and
Jack Dunleavy.

Fred Kay, who got the verdict
over Milburn Saylor at Melbourne,
has received an offer to appear in
Vaudeville at the Theatre Royal,
Perth (W.A.). Kay and Saylor
each received £283 for their fight.
Freddie Welch and Willie Ritchie
are to meet in London, the prom-
oters accepted Ritchie's terms which
cannot be called modest. He stipu-
lated for a guarantee of 15,000 dol-
lars, or 50 per cent of gross receipts,
10,000 dollars for advertising rights
and 10,000 dollars for his share of
moving pictures.

Melbourne enthusiasts are eager
for a return match in their city be-
tween Saylor and Kay, but the
American is not likely to favorably
consider such a proposal. He is,
however, willing to meet Kay in
Sydney.

Battling Nelson, who has had 18
years in the ring, is going out of

McGOORTY AGAIN WINS.

Eddie McGoorty beat Jules Du-
bourg in five rounds at the Mel-
bourne Stadium on Saturday night.
The American weighed 11st 5lb; the
Frenchman, 11st 1½lb. Contrary to
expectations, honors in the first
round lay with Dubourg, who used a
straight left very effectively. He
also managed to add a little to his
reputation in the next round, only
to lose in the third, regain some of
it in the fourth, and say good-bye
to it in the fifth. McGoorty, who
was cautioned for hitting low, went
out to finish Dubourg, who had piled
up some points in the fourth round.
The Frenchman led with a left, and
McGoorty crossed with his right,
shaking Dubourg up severely. A left
to the head by the Frenchman was
followed by a light tap to McGoorty's
ribs with the right. The Ameri-
can countered with a right above
the ear, which sent Dubourg to the
floor for seven seconds. He was
then sent to the floor again
for six. Undaunted, he rose
to his feet, only to be knocked down
again for a third and a fourth time.
The referee, Mr. Mani, stopped the
fight.

RAILWAY AND TRAMWAY TOURNAMENT.

The Railway and Tramway Insti-
tute Boxing and Wrestling Tourna-
ment was concluded at the institute
on Friday evening. Mr. Harold Ba-
ker refereed the boxing events, and
Mr. Jack Munro the wrestling bout.
Results:—

BOXING.

Lightweight Division.—Semi-
finals: B. W. Wright (10st) led
throughout in his contest with J.
Martin (9st 12lb), and gained the
decision on points. J. Barry (10st)
and H. Hill (9st 12lb) made things
lively for the full four rounds, the
former winning. E. L. Young with-
drew from this division as he had to
contest the final of the featherweight
division. Final: Wright outpointed
Barry after four rounds.

Bantamweight Division.—Semi-
final: P. Slaegg (8st 2lb) was too
clever for J. Farrell (8st 1lb), and
won on points. Final: Slaegg
Barry (10st) on points at the
end of the four rounds.

Featherweight Division.—E. L.
Young (9st) was too good for C. H.
Roy (8st 9lb), and gained a points
decision.

Welterweight Division.—J. A. Cole
(10st 8lb) gained the decision over
K. J. Cooper (10st 8lb), the towel
being thrown in in the third round.
Cole beat J. Martin on points at
the end of a lively four-round bout.

Middleweight Division.—K. H.
Thompson (11st 4lb) led through-
out in his contest with H. E. Curry
(11st 4lb), and won by a large mar-
gin of points.

Heavyweight Division.—O. T.
Rothwell (12st 6lb) defeated B. Roy
(11st 6lb) in a half a round, the re-
feree stopping the contest.

WRESTLING.

Lightweight Division.—J. Rash
(8st 12lb) beat A. F. W. Russell.
The winners of the different divi-
sions will be selected to meet a
team of Victorian railway men in a
tournament at Sydney on Friday
next.

SOCCER FOOTBALL.

RAILWAY "B" v. ROZELE VALETA.

Played at Moore Park, and, after a
hard game, Valeta won by three
goals (one penalty) to nil. Valeta
attacked hard from the start, and
scored in the first five minutes. The
Railway goalkeeper was very weak,
and Valeta were soon two in the
lead. Railway now changed their
full-backs, which improved the team.
They were playing a good defensive
game when Barbour had the bad
luck to foul the ball in the penalty
area, and Rozele had no trouble in
scoring from the free. Dargan,
Toner, Cruickshank, Barbour and
Crane played well for the Railway,
whilst the goalkeeper and the full-
backs were the best for Rozele
Valeta.

The following team represented
the Railway:—Goal, Roy; backs,
Jarman, Paeon; halves, Toner,
Dargan, Barbour; forwards, Crane,
Rotherham, Cruickshank, Hanley,
Knowles.

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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 preliminary 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.

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THE CO-OPERATOR.

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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 may be understood that all such service is of a friendly nature, and without legal responsibility.

EDITORIAL MATTER.

It must be distinctly understood that "The Co-operator Ltd" is alone responsible for all editorial matter appearing in this issue.
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THURSDAY, MAY 28, 1914.

WEEKLY TALK ON CURRENT TOPICS

BY CLAUDE THOMPSON.

Gentle reader I hope that you are putting your shoulder to the wheel and pushing along the good old chariot of the All Grades. I hope that you will read our front page carefully, and note the amazing progress the association is making in all parts of the State. This progress should be an incentive to you to work harder than ever. It is only by the earnest enthusiasm and persistent efforts of loyal members scattered throughout the State, that we can build up the All Grades organisation worthy of the name.

VICTIMISED MEN.

Twelve months have passed and the men victimised during the Darling Harbour strike have not been re-instated. Almost twelve months have passed since Mr. Piddington made his report recommending the re-instatement of the victimised men. It will be remembered that the Government promised, in writing, to carry out the recommendations of Mr. Piddington. Almost twelve months have passed and nothing has been done. It is true, that after the conclusion of Mr. Johnston's term of office, two of the victimised men were given re-employment, but they have not been re-instated. One of them, Mr. Bannister, had twelve years' service, with not a blot or a scratch against his name in the official records of the department. Three months ago he was given employment as a parcel porter at 3/8 per day. Since then, owing to the necessities of the department, he has been put on shunting at a slightly higher rate of pay. When victimised he was receiving 11/ per day as a first-class shunter. He would have been foreman ere this. The Amalgamated has made persistent efforts to obtain justice for Mr. Bannister, and for the other victimised men. But up to the present success has not attended our efforts. Nearly three months ago the Labor Federation of Australasia appointed a deputation to wait upon the Premier, Mr. W. A. Holman, an ex-general secretary of the Amalgamated. This elusive person referred the matter to his colleague, Mr. H. C. Hoyle, an ex-general president of the Amalgamated, who has not seen fit to fix a date for receiving the deputation. The Amalgamated, two months ago, requested Mr. Hoyle to receive a deputation on the matter of the victimised men and several cogent matters. Mr. Hoyle fixed one date and then put off the appointment. Since then it has been found impossible to elicit a reply from him at all. The matter has been again reported to the Labor Federation, and, if I have an opportunity, it shall be mentioned at the unity conference, which is considering the advisableness of one big union. The treatment meted out to the victimised men is little short of a political crime, and if strong language on the part of railway men would ensure justice being done to Bannister and his comrades, justice would have been done months ago.

OUR NEW HEAD OFFICE.

I am pleased to be able to state that a new head office has been secured for the Amalgamated. This is situated in Bowen's Buildings, Lee Avenue, opposite the railway station. The whole of the first floor has been secured on a lengthy lease. It will be fitted up and lighted on the most up-to-date principles. The floor is large enough to provide ample office accommodation, as well as a very large meeting place. The approach is excellent. There is a large broad staircase and an automatic lift which is running at all times. The location is ideal. It is immediately opposite the railway station, and near to the original head office of the Amalgamated in Mr. Schey's times. We move into our new quarters on June 25. Since re-registration was restored the organisation has been going ahead at such a prodigious rate it was absolutely essential that larger quarters should be secured, otherwise the progress of the All Grades would have been retarded. Our present head office was large enough under ordinary circumstances, but, during the last month or two, it has become too small. Most of our members like to have the meeting place in the head office. Under present conditions this is not possible, inasmuch as head office is far too small for the many large meetings that suburban branches have been holding recently.

ORGANISING.

The last week of Mr. Corish's tour in the south has now been entered upon. He is visiting The Rock, Wagga, Young, and Yass. To say that his tour has been a success is to express the matter mildly. It has been a most triumphant march. Everywhere where he has been he has been received with enthusiasm, and new members have come in so rapidly that head office has been kept busy sending out new membership books. There is no doubt that new branches will spring up in various districts where he has sown the seed. The officers and the members of the existing branches have been more than kind. They have done all they possibly could to make Mr. Corish's stay in their centres pleasant, and that is required for an organisation standpoint.

profitable. To these the best thanks of the organisation are due, and are hereby tendered. I am not in a position to state Mr. Corish's arrangements for the next few weeks. The matter will be carefully considered by the executive upon the return of our organiser. Mr. Corish's success in the south has been repeated by Mr. McDonald in the north. His tour has been something unparalleled in the annals of the organisation. There has been nothing like it since the All Grades was the All Grades. There is going to be a big move in the Amalgamated ranks. If members come in at the same rate, that is to say, over one thousand per month, there will soon be no other railway union in existence worthy of the name except the good old Amalgamated. It is to be hoped that our members throughout the country will continue to take the very keenest of interest in the progress of the union and do all that they can to enroll new members.

APPOINT COLLECTORS.

One of the very best methods of organising is to appoint collectors in all of those centres which are difficult of access to the existing collectors. A great number of men will pay up their arrears, and a number of other men will join the association if they can do so conveniently. A number of men will not go out of their way to find a collector, or to send their contributions in to the secretary. In addition, it is always well to give men who are willing to do the work an opportunity of showing their usefulness. It is true that some reward should be paid to the suitability of collectors. But it is far better to run the risk of appointing an occasional unsuitable collector than to go without collectors altogether. It is no good saying: "Oh, members can join if they want to. They can find someone to pay their subscriptions to, and they can send into head office." As a matter of fact they don't. And in many cases won't. Thousands of cases have been brought under my notice in head office recently where men, as a result of circulars and other literature sent to them, have paid up their arrears, and in every case these men have given as their excuse "I didn't know anyone to whom I could pay my money." Remove this objection and we will have members kept financial. The best way to keep members financial is not to allow them the opportunity to fall into arrears. Lately a man came in from a country centre, who complained that in five years he had never met an association collector or secretary, and had never heard of the existence of the association. Of course, he was a liar, but if there was no foundation for his lying he would not have lied so atrociously. My idea is to so organise the railway service that no man, be he ever so lackadaisical, can say that he does not know to whom to pay his money. We want a collector on every station, and in every gang, and these collectors could be, and should be, appointed by branches. Country branches have complete power in this matter, and can pay their collectors what they wish. As regards metropolitan branches collectors are paid their commission by head office. Branches in the metropolis recommend collectors, who are subsequently appointed by the executive.

SUGGESTION BOX.

I would like everybody who has any suggestions to make, regarding the welfare of the organisation, to send them in. No man need fear a hostile reception. On the contrary, everyone who sends in suggestions will receive my cordial thanks. It is by the wisdom of many minds that new schemes and plans for the betterment of the organisation can be evolved. I am now planning out a campaign for 1915. It looks a bit ahead, doesn't it, but in labor organisation, as in business, to-morrow must be looked after. The man who lives only for to-day, and looks after the present day needs of his organisation, is not going to build up the organisation. I shall be glad if anyone, whether member or non-member, would send in any hints or suggestions they have for the benefit of all. Lately, about the only suggestions that have been received have been demands for the despatch of an organiser to this, that, or other centre. If we had had twenty permanent organisers they would not have been sufficient for the calls upon their services. In many districts I know that the organisation could progress more rapidly if we were able to send an organiser there, but members themselves can do much. Each man can make himself a centre for organising and make a point of enrolling all his workmates. All the assistance head office can give will be gladly afforded. Preferably, these should be the common-sense kind, and not those involving the expenditure of more money than any association can afford.

OUR RESIDENTIAL CLUB.

As will be seen from reports in another part of "The Co-operator" Mr. McDonald made free use of Mr. Kavanagh's suggestions for a residential club. Without question the idea has caught on. It is one of the best ideas that has ever emanated from a member of the Amalgamated. The scheme is practicable and will not be costly. All that is required is for members to

take up the scheme wholeheartedly and a residential club will be accomplished in the near future. Mr. Kavanagh has looked out an ideal block of land. All that is now required is attention to the financial side of the question. When it comes to bedrock the financial question is the final question, but this can be overcome if the enthusiasm of the members is such as to take up this scheme in the spirit that it requires. There is ample material here for the working up of a club. With the exception of one or two small institutions there are no clubs for workers in Sydney, as there are in many other of the capital cities of Australia. When you come to think of it it is marvellous that nothing at all has been done. If the members of the Amalgamated really want a club, a residential club is theirs.

"THE WORKER'S" EDITOR.

I am sure that every Laborite throughout the State will be pleased at the notification contained in last week's "Worker," intimating that the world that Mr. Harry Boot has been appointed editor of the "Worker" in succession to Mr. Lamond, who, in future, will devote the whole of his energies to the managerial side of "The Worker" activities. Boot as a man, although his writings are known throughout the length and breadth of Australia, is personally known to more than the intimates in the Labor movement. He is a man who, if he had been on the Continent of Europe, England, or America, would have achieved an international reputation. Having a wider theatre on which to operate, his wonderful abilities would have been known throughout the world. As it is, he is probably the most reliable exponent of sound labor policy in Australia to-day. During his ten years tenure of the editorial chair of the Brisbane "Worker" he virtually created the intellectual side of the Labor movement. Many politicians whose names loom large to-day owe their first good ideas to Harry Boot. Success has not spoiled him. He is still the same militant spirit as when he wrote his first editorial. It is to be hoped that he has a free hand in moulding the policy of "The Worker." If he has I feel sure that "The Worker" will once again become a militant organ of democracy and a trenchant critic of the spirit of bossism which threatens to invade the organisation of the Labor party, and render it reactionary, fossilised, worm-eaten, and condemned. May the career of H. E. Boot, at the helm of "The Worker," be long, successful, and useful.

LETTERS TO THE DEPARTMENT.

Probably no employer in the world receives as many letters from his servants as the Chief Commissioner for Railways. Luckily, he does not discourage his employees writing to him. It is well, however, that railway and tramway men should have some knowledge of the right principles to adopt in their letters to the department. Head office handles thousands of these letters every year and is in a good position to know how not to do it. It may be stated briefly that irritable, fretful letters, complaining of grievances, carry no weight whatever. Grievances exist and demand rectification, but, to use a common expression, it gets up the back of the department if an employee magnifies his grievances and conveys the impression that he is a hard done by man. Write briefly and to the point. Do not enter into a long history of the case. The department has the whole of your record at hand. It is useless starting from the time you first entered the service and working up through three or four sheets of note paper before reaching the point. It is not wise, even if you know it, to tell the department some officer has a set on you, and say you are not fairly treated. I know that thousands of employees are not fairly treated, but it is not always wise to say so. A straightforward, businesslike letter is what is required. The pith of the letter should be contained in the first two or three sentences. The shorter the letter the better chance it has of being read thoroughly and intelligently. Departmental officers are busy men. Although it is part of their duty to wade through reams of badly written manuscript, they do not like this work any more than I do. The axiom that should be in your mind when writing is boil it down. Facts are wanted, not mere words. Keep copies of all your letters. This is a valuable point, because you do not wish to make conflicting statements, and memory is very unreliable. If you carry out these hints head office will win even more cases with the department than at present. A great many cases are ruined at the outset by unskilful handling on the part of those concerned. Never open too much matter. Write about the point you want cleared up. Do not bring in a lot of other matters. In conclusion I may say that if you have any doubt on any matter write to head office and the best advice available will be freely given promptly and gratuitously.

WANTED—A LIBRARY.

The Sydney Public Library is a disgrace to the State. It is small, badly arranged, and un-get-at-able. Speaking with a knowledge of the public libraries of most of the States, it is easily worse than the public libraries in many municipalities, although there may be more books housed beneath its roof. Compared with the Adelaide Public Library, Melbourne Public Library, and the Perth Public Library, it is antiquated and out of date. Without an intending reader knows exactly what books he wishes to refer to he has no chance whatever of obtaining it. The books are not arranged as in ordinary libraries in sections, so as they can be easily handled by a man who wishes to consult a book on special subjects. It is true the assistants are obliging enough when asked for a book, but inasmuch as they cannot memorise all of the books they simply rely on the catalogues. If, for instance, a man knows the subject but does not know a standard author of a book, he has very little chance of obtaining it. Furthermore, a number of men like to browse around a library, dipping into a book here and there, and ascertaining what book is likely to suit their particular purpose. As regards law books it is singularly ill equipped. I do not know whether there are a number of lawyers on the committee, or not, who designedly keep the standard law books off the shelves, but I do know it is very difficult indeed to obtain the standard books on law which are obtainable in any library or reputed. It is more necessary that law books should be in libraries than ordinary books, as the ordinary law book, which is usually of a prohibitive price, is little referred to, and usually it is not profitable for the ordinary person to purchase it. Lawyers have access to the law library, but laymen have not. It is to be hoped that in the not far distant future a commodious new library will be built where the books can be arranged in up-to-date style.

NO. 2 BOARD AWARD.

EXPLANATION ASKED FOR.

The following correspondence will no doubt be found most valuable to many service men. It fully explains itself.

May 20, 1914.

His Honor Judge Hamilton,
"Tomah," Wentworth-avenue,
Strathfield.

Dear Sir,—

RE No. 2 BOARD.
Our organisation has instructed me to ask a number of questions relative to the award of No. 2 Board, recently issued:

1. The foremen's clerks, who are now in receipt of time and a half for overtime, are anxious to know whether they come within the scope clause 16, sub clause (a).
2. If no, does clause 19, "Existing rates" entitle foremen's clerks still to receive time and a half for overtime. If the reply to 2 is yes, and the reply to 1 is no, in the event of the payment of a foreman's clerk after the issue of the award, will he be entitled to time and a half for overtime, or only time and a quarter.
3. Re clause 19. Does this apply to overtime rates as well as the actual rate of wages for his ordinary hours of labor.
4. Inside laborers are not provided for. Is this because no evidence was called on their behalf?
5. Many laborers other than outside laborers, come forward at a later stage with evidence in support of their claims.
6. Fuelmen at present receive 6d. extra for night work. Will clause 19 secure to them a continuance at this rate, or may the department rearrange their duties to bring them under 17, paragraph 2, "shift workers."

Yours faithfully,

CLAUDE THOMPSON,
General Secretary,
Chambers.

May 25, 1914.

Mr. Claude Thompson,
Secretary A.R. and T. S. Association.

Dear Sir,—

RE AWARD OF THE RAILWAYS GROUP, No. 2 BOARD.

In reply to your questions relating to the abovesaid award I beg to say:—

1. Foremen's clerks do not come within the provisions of clause 16 a, which apply only to workmen.
2. No person to whom the award applies is in future to be paid any rate for overtime other than that provided by the award, even though he may previously have received a higher rate.
3. The provisions as to existing rates only apply to the rates for the ordinary hours of labor—not to overtime rates.
4. Inside laborers are provided for under the award in the designation of "laborers other than those hereinafter mentioned."
5. If laborers of any class consider that their case was not properly put before the Board they can apply to the Court. The Board could only deal with what was before it.
6. Fuelmen may undoubtedly be employed in the future either on day work or night work, or

as shift workers. In either case the provisions of clause 17 will apply to them, and they will get an extra 6d. for night work in the cases mentioned in that clause, but not otherwise.

Yours faithfully,

H. MONTGOMERIE-HAMILTON.

COUNCIL MEETING.

A meeting of the council of the Amalgamated Railway and Tramway Association was held at Head Office, Orchard's Buildings, on Tuesday, 26th May, 1914. There were present: Messrs. E. D. Campbell (president), H. S. Odell (executive officer), H. Davis, A. Sim, A. E. Boys, J. N. Harford, K. Davidson, R. Larson, J. Long, A. E. Vore, and C. Thompson (general secretary).

Apologies were received and accepted from Vice-president V. G. Kavanagh, M. A. O'Donnell, J. O'Sullivan, C. Giddey, and F. S. Newton.

The minutes of the previous meeting were read and confirmed. The president, Mr. E. D. Campbell, stated that Mr. J. Cunningham, a very old and esteemed officer of the Amalgamated, had been stricken down with a paralytic stroke. The general secretary was instructed to write to his family, offering the deepest sympathy of the organisation on their behalf. The papers are being prepared and will be filed in court in due course.

Re No. 2 Board.—A letter was received from Judge Hamilton, chairman of the No. 2 Board, giving his interpretation of several matters submitted to him. The general secretary reported what had been done in the matter of an appeal. Practically all the men concerned, except examiners, had sent in requests to the executive that an appeal be lodged on their behalf. The papers are being prepared and will be filed in court in due course.

Re No. 1 Board.—The president reported on the progress of the drafting of claims for No. 1 Board. A general discussion ensued, during which many hints were received from members of the council. It was resolved that the policy of the Association shall be to insist upon 44 hours per week as the basis of all claims to be lodged in future.

Re No. 10 Board.—The general secretary reported that the ironworkers' assistants did not intend to appeal against the award of No. 10 Board, and had not informed the Amalgamated of this decision until the time for appealing had gone by.

Re Organising.—A general discussion ensued upon the work of organising now proceeding rapidly. A number of newspapers from country centres were received, containing lengthy reports of the meetings addressed by Vice-president J. McDonald and Organiser R. Corish, in the towns which they visited. It was resolved that the gist of the reports be published in the "Co-operator."

UNITY CONFERENCE.

In consequence of a resolution carried at the 1914 annual conference of the "All Grades" an invitation was recently issued by the general secretary to all the service unions to meet to discuss a method of bringing about an amalgamation of all the unions connected with the railway and tramway services. A number of replies favorable to such a conference having been received, it was decided to hold this unity conference on Monday, June 1, at the Trades Hall, Sydney. The delegates appointed by the annual conference were Messrs. E. D. Campbell (president), V. G. Kavanagh (vice-president), C. Thompson (general secretary), H. S. Odell (executive officer), J. H. Catts, M.P., A. C. Wallace and Norman Smith, and it is expected that all these gentlemen will be in attendance when the sittings of the conference opens. A good deal of interest is shown throughout the service in the meeting of the unions' representatives, and there seems to be a consensus of opinion in all grades that the time is ripe now for the accomplishment of the "one railway union" objective.

ILLNESS OF MR. CUNNINGHAM

As we go to press we learn with regret that one of the oldest members of the Amalgamated, in the person of Mr. Joe Cunningham, is lying dangerously ill at his residence. From the information at our disposal we understand that our old friend was stricken with a paralytic stroke last Saturday, and was not conscious up to Monday evening. There are few of the many thousands of All Grades members who were not acquainted with Joe Cunningham either personally or by repute. He was for many years on the council of the All Grades and has always been an active member of the Sydney branch. We are sure the Amalgamated members, all over the State, will join with us in hoping for a speedy and complete recovery for Mr. Cunningham.

LET the Co-operator do your printing cheaper.

GOVERNMENT ADVERTISEMENT.

VACANCY FOR PAINTER AND WRITER, POSTMASTER-GENERAL'S DEPARTMENT.

A competitive examination to fill the above vacancy will be held at Sydney on 18th July, 1914, and following dates. The examination is open to males who will have reached their 21st birthday, but not their 51st birthday, on the date of the examination. The appointee will receive a salary of £168 per annum. The examination will comprise (1) an educational examination in Handwriting, Spelling and Simple Arithmetic, which will be qualifying only; and (2) Practical Tests. Applications close with the Secretary, Commonwealth Public Service Commissioner, Melbourne, on 20th June, 1914. Application forms and full particulars of the examination may be obtained from the Public Service Inspector, The Banking House, 228 Pitt-street, Sydney.

D. C. McLACHLAN,
Commissioner.
W. J. CLEMENS,
Secretary.

TELEGRAPH MESSENGERS WANTED.

BOYS of from 14 to 16 years of age are invited to apply, on or before the 30th May, 1914, for appointment as Telegraph Messenger at Post Offices in Sydney and Suburbs.

The commencing salary for telegraph messengers is Fifteen Shillings per week, rising to £1 per week after one year's service.

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

Full particulars regarding the examination, which is to be held on the afternoon of Saturday, 6th June, 1914, may be obtained from the office of the Commonwealth Public Service Inspector, The Banking House, 228 Pitt-street, Sydney.

D. C. McLACHLAN,
Commissioner.
W. J. CLEMENS,
Secretary.

What You Get for Three Shillings a Quarter.

A SUMMARY OF SUCCESSES.

The following list represents the most notable of the many successes that the Amalgamated has achieved since the 23rd annual conference of February last.

TRAMWAY PROMOTIONS.

The Department has been blocking promotions of meritorious men by evasions of the award. The "ALL GRADES" took up the matter and fought it out, with the result that the grades of "Acting Starter," "Acting Ticket Examiner" and so forth were abolished.

TRAMWAY PITMAN.

Peter Simpson, a pitman at Manly Depot, was not paid for his Sunday time. Intervention by the ASSOCIATION secured for him payment in full.

FOREMAN'S CLERK.

Mr. L. Mortyn, foreman's clerk, Goulburn, passed the clerical examination, but could not secure position. The ASSOCIATION intervened and obtained a recognition of his claims.

PRIVILEGE PASSES.

The AMALGAMATED obtained the withdrawal of obnoxious regulations relating to the issue of passes to Bathurst loco. men. The ASSOCIATION also obtained a radical modification of regulations governing the issue of passes to coal guards.

LIFTERS' WAGES.

The AMALGAMATED obtained for Lifters an increase of wages from 10s. to 10s. 8d., and then to 11s. a day, and back pay.

LIFTERS' ASSISTANTS.

Through the intervention of the AMALGAMATED the pay of lifters' assistants was increased from 8s. 6d. to 9s. 4d. a day, and four months' back pay. Some of the men also obtained an improved classification as assemblers.

TRAM SIGNALMEN.

Tram Signalman A. Brown, Sydney, was passed over by juniors. Intervention by the AMALGAMATED obtained justice for him.

RAILWAY SIGNALMAN.

Railway Signalman Robbins, Goulburn, was passed over for a junior man. AMALGAMATED intervention secured him that which he desired.

WITNESSES' EXPENSES.

Ganger Prior, Rylstone, although successful in his appeal before the Appeals Board, could not obtain from the department a settlement of his account for £44 witness' expenses. The AMALGAMATED secured him prompt payment.

EIGHT HOURS A DAY.

Porter G. Armstrong, when relieving a junior ported, was compelled to work nine hours instead of eight hours as provided by the award. Intervention by the AMALGAMATED was completely successful. Payment on an eight hours day basis and back pay secured.

COACH WORKERS.

R. Bowmaker and ten other carriage trimmers, through AMALGAMATED intervention, secured increase of pay to 11/8 per day.

SHUNTERS AND FUEL MEN.

Shunters in Darling Harbour were being used as fuelmen. Representations by the AMALGAMATED resulted in directions being given that shunters are not to be called upon to shovel coal.

CARPENTERS' PAY.

The pay of carpenters in the Railway Service increased from 11/- to 12/- a day through the efforts of the AMALGAMATED.

OTFORD MEN.

Increases of 1/- to 1/6 per day secured for the men working on the Otford Tunnel ventilation plant, South Coast.

APPEALS WON.

FEBRUARY 25.—Hilton Leonard Frawley, driver, Ultimo, was charged with leaving his train without authority. He was defended by the AMALGAMATED. Result: Fine remitted; caution substituted.

FEBRUARY 26.—Guard Furby, Werris Creek. Fined. The AMALGAMATED defended the case. Result: Appeal upheld absolutely.

APRIL 2.—Arthur T. Sim, Eveleigh Running Shed, was charged with failing to present himself for duty and neglecting to send any word relative to his absence. He was fined a day's pay. Mr. Sim was defended by the AMALGAMATED. Result: Fine reduced to 4/-.

APRIL 21.—Thomas J. Rodoni, Signals Dept., was fined for not ringing the Rochester Recorder on ceasing work. He was defended by the AMALGAMATED. Result: Fine remitted; caution substituted.

APRIL 29.—Guard William Divall was reduced to porter for allegedly making misleading statements. The AMALGAMATED defended him. Result: The Appeals Board ordered his reinstatement after the expiration of one month.

Good measure for 3/- a quarter

NEARING END OF A MONTH'S ORGANISING

Vice-President McDonald in the North. Organiser Corish in the South.

Big meetings everywhere—New life infused into branches—Officers and Members making hay—The April 1000 easily eclipsed—Preparing the June programme—Shall we break the May record?—
A tremendous feat if we do.

WITH MR. McDONALD ON THE NORTH.

At Murrumbidgee—Secretary Miller writes:—Mr. McDonald gave a fine address here, and answered many questions to the satisfaction of all those present. The members of the branch here are greatly indebted to our vice-president for calling on us and have great confidence in him as a staunch fighter for the "All Grades" principle. The visit will be an incentive to members to take up the fight for railway unionism. With men like Mr. McDonald on the executive the association must progress, and visits such as this must prove a big inducement to service men who have hitherto supported small sectional unions, to step into line and join the "one big union" which represents all sections of men rather than a sectional few.

ENTHUSIASTIC WERRIS CREEK.

A LIVE "ALL GRADES" BRANCH.

Werris Creek—Vice-president McDonald writes, under date May 20, that he arrived at Werris Creek on time, and was met by Mr. Furby, the branch secretary, who introduced him to a large number of branch members. Later on he addressed a fine meeting of 50 or 60 men from the department at the School of Arts. He touched upon many of the matters of concern to railway men, showing how the personal interests of those present would be best conserved, and what they should do to forward the fight which the Amalgamated is making on behalf of the whole service. Much time was devoted to the steps which should be taken to make the branch meetings popular and successful; and he then turned to the question of assisting the industrial fight by the securing of political representation in the State Parliament. He argued that railway men should have men in the House pledged absolutely to attend to their interests. They formed one of the largest individual sections in the community, and should unite in this way for their own protection. Much legislation was required to bring service conditions to a satisfactory basis, and he urged that they as a body should determine on securing some power in the Legislature of the country. The question of a residential club received some attention at his hands, and after making a lengthy reference to this point, Mr. McDonald made an appeal to his hearers to assist their fellows in South Africa by forwarding each their mite to the branch subscription list. He pointed out that there was an outstanding duty for every unionist who saw his fellow in distress, to help to the best of his ability, which he was quite sure they would do. Touching upon the "Co-operator," our vice-president said that every effort was being made by H.O. to get the lists clear and in such order that trouble would be entirely eliminated. The list in its entirety was being examined, and the Post Office was being kept as near to the mark as possible, and it was thought that any trouble would soon be a thing of the past. He urged them to take the greatest interest in their paper, for by so doing they would influence its quality. They should one and all remember that the editor was at all times anxious to hear from them, and would willingly receive matters of interest for publication. Week after week they would see what was being done, by the "All Grades," both at H.O. and at all the branches; and a glance at nearly any issue would be sufficient to glean instances of "something accomplished" by the "All Grades" for service men. Many other points of interest were touched upon, and many questions asked and answered satisfactorily. Speaking of the visit to Werris Creek, after the meeting, Mr. McDonald was most enthusiastic. The men, he said, were very keen on the idea of a residential club, and all those he met were most strongly in favor of the "All Grades" principle—one big union for the whole of the service. There were several members of the Traffic Association at the meeting; and, speaking to them after, they all heartily supported the idea of one service organisation. "The branch," says Mr. McDonald, "is a very live one, and must always continue alive whilst they have such men as Mr. Furby as secretary, and Mr. Supple as president. I was sorry

I could not meet Mr. Worrall, who is a great fighter for the Amalgamated. I understand he is a brother of Mr. A. D. Worrall, who is now at Taree putting in good work for the "All Grades." I was the guest of Mr. Furby whilst here, and was splendidly treated by the genial secretary and Mrs. Furby, who is heart and soul with her husband in his work for the Amalgamated. Their youngest son is a very smart boy, and does all his father's typewriting. Another of Mr. Furby's boys is at present at Hawkesbury College, and is a very clever lad. Also met the editor of the "Chronicle," who is a very fine fellow; and he will, I am sure, give us a good report in his paper."

MORE SUCCESS.

20 TO 30 NEW MEMBERS SINCE REGISTRATION—AND MORE TO FOLLOW.

Gunnedah.—When Mr. McDonald arrived at this station he was met by Mr. Brandt, of the local branch, and found him heart and soul in the "All Grades" movement. Found a great meeting arranged, and spoke for about an hour and a half on mat-



ters nearest the interests of service men. The Amalgamated, said Mr. McDonald, was putting in a lot of overtime since the re-registration. A boom had set in, in which the members of the executive were straining every nerve to encourage. Members were joining in all centres, and despite the fact that there were so many branches already in the association, there were others being formed and suggested from all quarters. The difficulty was, not to get more branches, but to choose wisely the location from amongst those centres now anxious to be constituted. He pointed out how solid was the influx of new members, and thought they would not be behind-hand in contributing their share towards the objective for May. Touching upon the question of the Labor Federation, Mr. McDonald said:—

THE LABOR FEDERATION.

The Labor Federation was formed by the unions composing the Trades Union Congress. When the Sydney Labor Council saw the democratic basis of the Federation's constitution they were afraid it would move too fast for them and were successful in prevailing upon some of the smaller unions to draw out. At the present time the Federation is composed of: The Amalgamated Railway and Tramway Service Association, The Railway Workers' and General Laborers' Association, The Northern Miners, The Southern Coal Miners, and the Western Coal and Shale Miners. The United Furniture Trades, The Sign Painters, and a number of other influential organisations. The A.W.U. and Wharf Laborers are seriously considering the advisableness of affiliating with the Federation. At the last conference of the A.W.U. the matter of affiliation was left entirely in the hands of the executive. I have no doubt whatever that this powerful union will, ere long, be affiliated with the Labor Federation. The good work

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that the Federation has done is known to everyone. In the New Zealand strike, at the latter end of last year, the Federation handled the Australian end of the strike, and handled it successfully. In every case where there is a matter of "black" wheat, "black" chaff, or any other description of "black" goods, all the bodies of organised workers look to the Federation for a ruling on the matter. It is going to be a greater success than was at first anticipated. The Victorian Coalminers are now affiliated, and efforts are being made to bring in the trade unions of South Australia, West Australia, and Queensland. In two or three weeks' time a unity conference will be called together. This will comprise delegates from all parts of Australia, and from all the unions that count. There are a number of small unions which, though useful in their way, do not count in the industrial field. Naturally, these small unions will be invited to attend, but whether they attend or not will have very little bearing on the ultimate success, or failure, of the conference.

UNDELIVERED "CO-OPERATORS." Dealing with the question of the Association newspaper, Mr. McDonald exhorted them to do their best to make the "Co-operator" successful. It was in their hands to improve the paper by sending items of interest, and in many other ways giving it a boost. He assured them that every interest the management had was theirs, and it remained for them to reciprocate. Touching upon the trouble some members had in getting their copies of the paper, Mr. McDonald said a case had come under his notice only that day which showed that at least in some cases the reason members did not get their papers promptly was their own neglect. He had gone into the Gunnedah Post Office during the day to get his mail, and any printed matter which might have been sent him. When the postal official came to look amongst the large stack of newspapers, etc., he (the speaker) noticed a large number of "Co-operators." Upon convincing the postal official of his bona fides, he learned that the "Co-operators" were all addressed to an Association member. It was learnt that this gentleman had been removed from Gunnedah, and had notified the post office to forward his mail to his new address. This was done until he was again removed; and this time he neglected to furnish the new address, the papers being thus undelivered. Had this member just taken the trouble (said Mr. McDonald) to notify the P.O., each time he would be getting his paper regularly, instead of which he would no doubt wake up directly and complain bitterly of the neglect of H.O., and the "Co-operator."

TWENTY NEW MEMBERS.

The Appeal Board and the suggested reconstitution were dealt with in a comprehensive manner. The speaker pointing to the necessity of an independent chairman. He made an appeal to those present to make every effort possible to secure solidarity for the "All Grades" ideal amongst service men, for it was only by that means they would ever be able to secure the industrial betterment to which they were entitled. Speaking of Gunnedah, Mr. McDonald said that Mr. Bedford, the branch secretary, is right on the job. He has made some 20 or more new members since our registration, and was sanguine of securing a good number more—especially since this visit. Mr. Brandt is a fighter too, and says Mr. McDonald, "I saw him enrolling some new members when I was leaving, which shows that no opportunity is being lost to forward our great ideal. It is evident that the Per. Way men know where in the industrial betterment lies, for nearly every man round this centre, for many miles, belongs to the 'All Grades.' I spent a considerable time around the loco. sheds, and even those who belonged to the loco-enginedrivers were heartily in favor of one big union as the only possible hope for railway men. Things from the 'All Grades' point of view," concludes Mr. McDonald, "are quite safe to improve wonderfully at Gunnedah." Leaving Gunnedah for Narrabri, Mr. McDonald was fortunate in

having the paymaster on the train, since at every platform all the service men were in attendance, and this enabled him to spread the gospel and distribute the "All Grades" literature to absolutely the best advantage. At Emerald Hill our vice-president met Mr. Beacham, ganger-in-charge, and was pleased to hear that not only is he a member of the All Grades, but every member of his gang is also an Amalgamated man.

"A JOILY SET OF FELLOWS." West Narrabri.—After his visit to this important centre on Friday last, our organising vice-president says he had a very good time, having got amongst a big crowd of railway men whom he found a "jolly lot of fellows." The meeting clashed with a presentation arranged to be made to Mr. Brown, cleaner in the loco sheds, on the occasion of his marriage, but this was easily overcome by holding the meeting earlier, afterwards adjourning to the social gathering. As far as the meeting was concerned, it was easily the largest ever held at Narrabri—in fact, twice as big as either of the local meetings ever got. At the social Mr. McDonald got in touch with a large number of railway men, who were all heartily in favor of the one big union idea. "As a matter of fact," says Mr. McDonald, "I am more than surprised to find that in no single instance has there been the slightest argument in favor of craft or sectional unionism." The secretary of the branch has been good enough to say that this visit has been instrumental in getting 18 new members for the branch in this centre, and 9 more at Wee Wee; and this, the organising vice-president states, is quite a good reward for the whole trip, although this is only one centre.

AN OUTSIDE SYMPATHISER. The secretary of the branch, Mr. Tiller, had the misfortune to have his wife ill at the time of the visit, and seemed really disappointed at being unable to entertain the visitor. He introduced Mr. McDonald, however, to the well-known host of Carter's Hotel, Mr. Bickley, who is a staunch supporter of the Amalgamated, and Mr. Bickley immediately placed himself at the disposal of the visitor, driving him to many of the points of interest in the town, and introducing him to many of those whom he desired to get in touch with. Mr. McDonald is very grateful for this service.

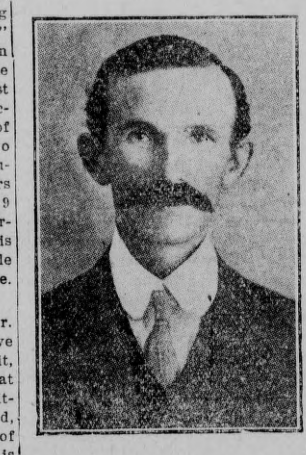
At the meeting held in the Odd-fellows' Hall, at which, as before stated, there was a fine gathering, Mr. McDonald spoke for two hours, and placed before his hearers a resume of the work now being undertaken by the Amalgamated. He fully supported the idea of his fellow vice-president (Mr. Kavanagh) for a railway men's club, and went very fully into the necessity for such. Speaking of the South African railway men's troubles, the speaker made an eloquent appeal for help, showing the necessity for solidarity and unity amongst service men in such troubles, so that they might avoid African comrades. They should also take a live interest in politics, endeavoring to secure direct representation in Parliament, where their interests might be safeguarded. They numbered nearly 50,000, said Mr. McDonald, and surely throughout the State they could wield sufficient influence to secure the return of some men pledged to their interests. It was notable that unions were not represented in the House. There was the A.W.U., the Amalgamated, the Railway Workers and General Laborers, and other big bodies of men absolutely without a solitary representative in Parliament.

He urged them to bring the organ of the Association—the "Co-operator"—under the notice of all service men they came in touch with. There was no other union in the State with a newspaper of the size and quality of theirs, and a study of their paper each week would keep them in close touch with all that Head Office and branches throughout the State were doing. They should also remember that the paper was theirs to improve out of sight. It catered for their every need, industrial, political, social and domestic, and he could assure them that

the editor was most anxious to secure any contribution which might interest them. Let them help to improve the paper, read it regularly, and show it to their friends; and they would find it benefit the Association wonderfully.

A BOOST FOR MAITLAND.

A BIG MEETING INTERESTED. West Maitland.—When Vice-president McDonald arrived at West Maitland in accordance with the plan of tour he was met by Mr. Secretary Johns, who at once saw him comfortably installed at Roarby's Hotel, at which place he met a large number of railway men and several very old members of the Amalgamated. In the evening he spent nearly two hours in addressing some 50 or more railway workers at the School of Arts. Mr. McDonald dealt with the many matters of interest which he had previously spoken of during the tour, particularly emphasising the need for one big union of railway men. He told his hearers that every effort was being made by the Amalgamated to forward this



ideal, and they had issued invitations to all the other bodies connected with the railway and tramway service to meet them in conference, to see if some means could not be found to get over this trouble. The union of service men, said Mr. McDonald, had more to recommend it than any other proposal he knew of, and he appealed most strongly to them to do their utmost to forward this ideal. He pointed out a number of instances, showing that where this one big union idea had been accepted, great benefits had accrued to the people concerned; and he said that although the Amalgamated was far stronger than all the other unions in the service put together, they would enter the conference with a spirit of give-and-take, and a fair deal to all. He also spoke on the need for an independent and permanent chairman for the Appeals Board, and urged them to fight upon this question until they were able to see this aim accomplished. After a lengthy and interesting address, Mr. McDonald signified his willingness to answer questions. A number were asked, one member asking whether porters at the loco stations, doing trans-ship work were not entitled to the award rates now being paid at Newcastle and Darling Harbor. Mr. McDonald advised the questioner to get the local branch to take the matter up, and, failing satisfaction, to send it along to H.O., where (in the light of the many recent successes) he was sure they would get satisfaction. Another member of the audience asked if block porters doing signaller's duty were not entitled to signaller's pay. Mr. McDonald said that the usual procedure was for a worker to be paid the higher rate for the time he worked at the higher paid job. He was quite sure if they followed his advice to submit cases like this to their branch, and then go to H.O. they would be safe to get their dues. Many other questions were asked and answered satisfactorily.

Many East Greta railway men were at the meeting, and sought a good deal of information. It is generally thought that this branch is safe to go ahead in the very near future.

DOWN SOUTH.

Mr. R. Corish continues his organising tour, speaking at Cootamundra on Tuesday night, 19th inst. to a very large meeting of nearly 70 railway men. Says the "Liberal," the Cootamundra local journal:—

"Mr. Corish himself was for many years in the railway service, and knows the working of all departments from A to Z. It will be remembered that the same Mr. Corish offered his name for selection as a Labor candidate the last Werriwa election, when Mr. Bennett's nomination was received. He has always been an ardent worker in railway matters, and in regard to the Amalgamated Society has devoted special attention to Appeal Board work, and his advice and assistance have been a big help to the society. "At the meeting Mr. Walsh occupied the chair, and introduced the speaker. Mr. Walsh said he had often met Mr. Corish at conferences held in Sydney, and had always found him an intelligent and enthusiastic advocate for the Amalgamated Society's cause.

"The organiser explained the principles of unionism as far as the railway and tramway men were concerned. He referred to the matter of the Association losing their registration, at which time they lost a good number of members. They were successful in regaining their registration, and the Amalgamated was now going strong again. The 'All Grades' always favored a peaceful fight in their work for getting a fair deal for their men. They would be satisfied with a fair deal. They wanted a fair and reasonable wage—sufficient to allow their members to live in ordinary comfort. They wanted a little more than a living wage—enough to enable them to put a little aside for a rainy day. They never knew the day when they might be taken ill, therefore a little more was necessary than a bare living wage. This was a rich producing country, and they wanted sufficient to allow a man to provide for a family in such a way as to allow for a little of the comforts enjoyed by those who do very little to justify their enjoying those privileges. "The speaker referred to the Amalgamated of all railway and tramway unions—one grand union, in which could be amalgamated such unions as represent all sections of the railway and tramway service. It would be necessary for all these unions (the Drivers' and Firemen's unions, etc.), to unite. The grand united railway men would have a much better standing than a number of small unions. It was necessary for all men to unite and work in their own interests. He often met men who did not belong to a union, and yet these persons were the very people who were always most anxious to know how the union was progressing. A man who did not belong to a union and contribute his little mite towards the union work was not deserving of any rise in wages, and should not get it. "Mr. Corish dealt at some length with the awards concerning the Association, and the conditions under which they worked. In several instances they were appealing against certain parts of awards. If there was any railway man present who was not satisfied with the award under which he worked, he asked that person to provide the necessary information, which would receive at-

tention when considering the matter to be placed before the board. It was necessary for the men, whenever they went before the board, to present a strong case if they wanted an increase in their award. The evidence must be substantial, clear, and concise. It was for the men (when before the board) to make out the importance of their work in the service.

"The speaker said that one of the steps workers would have to take (in the very near future) would be to demand the fixing in prices of commodities. Some politicians held that it was impossible to fix the price of commodities. That seemed peculiar to him (Mr. Corish) when it was known that a couple of wealthy merchants in Sussex-street each week fixed the price of butter. Did that look as if it were impossible to fix the prices of commodities? If the masters of industries could do it, why not Parliament? If the men secured a higher wage it would be of little use to them if they did not have a fixed price for commodities. "Mr. Corish dealt exhaustively with the history of co-operation, going into details as to the enormous benefits derived from co-operation in England. The principles of co-operation were a solution to some of the most difficult problems the men would have to face. It was his mission to do what he could to amalgamate all unions in the service into one big society, which society, by the way, favored an eight-hour day. He hoped all men would fall in and assist in making the service one of the most contented in the State."

He asked if any man present had any question he desired to ask; and having answered several satisfactorily, Alderman Evans moved a hearty vote of thanks, which was seconded by Mr. T. Nicholson, and carried by acclamation.

MR. CORISH BRIEFLY ACKNOWLEDGED THE VOTE.

AT NARRANDERA.

SOLID BRANCH—EXCELLENT OFFICERS.

Writing from Narrandera on the 21st inst., Organiser R. Corish reports that on arrival he was met by Mr. J. Hunter, an old pioneer Amalgamated worker, and a number of

railway men, who gave him a hearty welcome. Spent the day visiting the "boys" in the depot, and was cordially received in every case. Continuing, Mr. Corish says:—

They were all very pleased to see an organiser from Head Office. Questions innumerable were asked me about almost everything affecting them, and I am pleased to say the information I gave was most thankfully received. This is not a large depot, but the local branch is a solid one, and has excellent officers. The president had to go away on duty before I arrived, and he was greatly disappointed because he was not present to welcome me. At 8 o'clock we had a representative meeting at the Railway Hotel (Mrs. Hudson's), where everything possible was done to make us comfortable. I addressed those present for nearly two hours—explaining the objects of my mission, and the work generally that the Association was doing for all sections of the service. They were delighted with my account of the successful fight put up to regain our registration. The work done before Nos. 2 and 10 Boards was highly appreciated here. The Per. Way men were deeply interested in what we were doing in preparation of claims for No. 1 Board, and there will be no difficulty in procuring a good witness or two to give evidence before that board. They were greatly interested in my remarks about the increased cost of living, and how such was affected by wages boards. All agreed that this was a question that must be faced in the near future if we were going to get any benefit from wages boards. I pointed out the necessity for all employees in the service being united in one solid union if we hope to really improve matters materially and gain what we are justly entitled to. I showed the importance of having every man concerned in the society when claims are lodged for No. 1 Board. If this were done, the general secretary and our executive could present a strong case which, if backed up by good evidence, would mean higher wages and better conditions; whereas, if the men were divided and only part of them in the Association, we could not expect much improvement. I am pleased to state that all the Per. (Continued on page 7.)

CADDEN & ANDREWS

The Store that sets people Thinking and Buying



No. 1. VERY SMART VELOUR FELT HAT, trimmed with band of floral velvet ribbon and nozzles to match; in all the latest shades of Lime, Sage, Navy, Tan, Grey, Navy, Brown, or Black. Only 5/11. Carriage 1/- Extra.

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Special Purchase of 60 dozen Velour Felt Shapes, in all the latest shades. Worth 6s. 6d. Our price, 2/11. Carriage 1/- Extra. If you are not satisfied when you receive, return to us and we will refund your money.

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A 11. Very Smart Sateen Underskirt in Navy, Black, Tango, Sage Blue, only 2/11 also in moorain 2/9

A 12. Neat Little American Tunic in Navy Blue Serge, trimmed Oriental trimming only 2/11

The C. & A. Special Double Bed Blanket, £1 1s. Value Unqualified. GENT'S VELOUR HATS, 8/6. SOLD IN THE CITY AT 10/6. Mr. Gus. Cadden, who has had large country and city experience, gives all country orders his best attention.

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are dangerous to adults, but doubly dangerous to young children. Yet, bronchitis is preventable. A course of SCOTT'S Emulsion prevents colds or stops the cold from reaching the bronchial mucous membrane. The constant winter danger of colds, coughs, sore throat and serious illness can best be avoided by building up every part of the body with

SCOTT'S Emulsion

1874 1914



Imitations lead to disappointment and despair. Insist on genuine SCOTT'S—with the fishman on the package.

5/-
For the Woman

who sends "Fanella" the best

Idea of How to Make Ends Meet, Efficiently and Economically on

£2 15s. per week.

Try and help a fellow housewife.

2/6

For a

Boy or Girl

who sends the correct answer to the riddle published elsewhere.

A CHANCE FOR A SMART GIRL OR BOY to make some pocket money.

RESULTS

JUNE 8th ISSUE.

Post Your Effort Quickly

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I WILL GIVE YOU TEETH EASE.

Bring your teeth troubles to me. I will cure them. I have the most perfect and painless system of extractions in the world. NO PAIN! no after effects—no heart affection—no nausea and no swelling of the gums. I do not guarantee big sums of money if I hurt. I DO NOT HURT—that's why.

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"Expert in Difficult Extractions."

8 Oxford St. Open till 6 p.m. Daily
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WOMAN'S LETTER.

By the Editress.

My dear readers,—

I am so disappointed in the response to the present prize competition (expenditure of a £2/15/- pay envelope) that I have decided to extend the time for another week with the hope that other correspondents will consider it worth while to enter the competition.

In the first instance, these competitions were introduced for the special purpose of making the women's section of "The Co-operator" of service to the readers, and by interchange of ideas and opinions and the collection of hints of household interest, to bring the women closer together and assure a common help centre.

Perhaps I am impatient and want the department to run without first walking, but I really do think it is a pity that amongst the thousands of women readers that "The Co-operator" has that we cannot secure more consistent co-operation than is evidencing itself at the present time. If you, perhaps, but knew the possibilities of "The Co-operator" maybe more success would attend the venture. In America women have so clubbed together much in the same way as was intended for the women folk of the Tramway and Railway men in this State by the editor of "The Co-operator," that the American Housewives' Union, and the Mothers' Country Club, and other kindred clubs and associations, may be said to run the civic, social, and domestic affairs of a town, and they, amongst other things, have come to regulate the price of food supplies, to ensure legislation which gives them such benefits as pure food laws, protects them and their children and their interests, and in many other ways have assumed the responsibility of being the mouthpiece of the populace.

And co-operation will do these things for you, and more, here in New South Wales, but it is not one woman's job—not mine—not yours, individually, but the job that takes everyone's help and voice and pen.

So—to use a phrase borrowed from our men—"be a sport" and do your share, and begin right now. Take the present competition as your first earnest endeavour. One woman may have this amount, or more or less to spend, and she knows how she spends it, and to what advantage. If she is an economist that £2/15/- does the work of someone else's £3. Therefore, your duty to your neighbour, and your responsibility to your paper, should impel you to pass on your knowledge for the benefit of the women who need your help in this particular way. We are not all good managers, you know, and somewhere there is surely some woman who will be the better for your contribution to the general fund of "Things Worth Knowing." So, again, I say, do be sports, and lend a helping hand.

By the way, I am not passing on any fashion hints just now. Most of you know what is being worn, and as this is between seasons, and nothing doing in the drapery trade, it is waste of space to enumerate hats, and coats, and wraps, and dresses, because it is only going over old ground. Should any one of my friends need any hint or help on the subject of what to wear and where to get it, they know they have only to write to me and I will do my best.

Remember the present competition is extended for another week, and please let me hear from more of my friends.

Yours sincerely,

Fanella

We went to the theatre the other night. The acting was good, the music was bright. When we were out again in the street, down came the rain in a blinding sheet. I knew that the next day I'd have a cold. So I sought a remedy, good and old—a mixture I knew that was safe and sure. None other than Woods' Great Peppermint Cure.

THE AFFAIRS OF WOMEN CONDUCTED BY FANELLA

I am Always at the Disposal of our Women Readers. "Fanella"

IN THE past a considerable benefit has been conferred on our readers by this office undertaking city shopping on their behalf. A forward move has now been made by the engagement of the new editress, who has, 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 Fanella 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.

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



CHILDREN'S FASHIONS.

Both these coat-frocks are intended for young people from four to eight years of age. The first is fashioned of white serge, or washing whipcord, the collar being outlined with a detachable lace one. The new hip belt is a smart touch and serves to break the length line. Some mothers like to see the little one in white all the year round (a plan I agree with), so serge is to be commended.



This garment is really a coat, and if preferred, could be buttoned down the front. If a dress is preferred fashion it out of one of the new plaids, using navy, dark green, or Burgundy red, as the contrast material for band, collar, and cuffs. The style is very simple, in fact, the simplest pattern that is used being one front piece and two for the back, the belt being affixed last.

THE CHILDREN'S SHOES

TIDY HABITS.

Teach your children to take off their outdoor shoes the moment they come in from school or a walk. It quickly becomes a matter of routine as taking off their hats, and is much more necessary to their comfort and welfare.

It is also a very good thing from an economical point of view. Every mother knows what an extra expense the children's boot are, and they keep their shape and last twice as long if they are not worn in the house. It is, too, a matter of common knowledge that damp shoes are responsible for innumerable ailments. It is an excellent plan for each child to have two pairs of walking shoes "going" at the same time, and to wear them on alternate days. This gives ample time for drying and polishing them, and does away with the awful morning scramble to have all the little shoes and boots cleaned in time for school.

Potatoes that have been overcooked can be served in a variety of dainty ways, either fried, made into croquettes or puffs with a little beaten egg and the baked, or mashed and utilised as a crust for covering a shepherd's pie or small scallop shells of minced meat or fish.

A KITCHEN TIME-TABLE

The woman in the home must necessarily spend many hours in preparing food. It is work requiring considerable care and attention; and is important work, too, for on it much depends. So the worker is certainly justified in making use of any little device for lightening her labors, or economising time, and in this connection a kitchen time-table is very helpful. It consists of a large piece of

TRIED RECIPES.

SEMOLINA AND CHERRY PUDDING.

Stone ½-lb. cherries and put into a pie-dish well-buttered. Put a pint of milk into a saucepan and when it boils mix in 2oz. of semolina; stir over the fire until it thickens, sweeten with 2oz. sugar. When cooled slightly add two eggs well beaten, then pour the mixture over the cherries, grate a little nutmeg on top, and bake until it is a delicate brown.

GINGERBREAD CAKES.

Two pounds of flour, half a pound of treacle, six ounces of brown sugar, one ounce of ginger, half an ounce of caraway seeds, two ounces of chopped peel, a quarter of an ounce of powdered cinnamon, half a pound of butter, three eggs.

Slightly beat the treacle and work the butter into it, then the sugar. Into the flour mix two teaspoonsful of baking powder and the spices, etc. Make a hole in the centre of the flour, into it put the treacle, etc., and gradually mix all together, adding, if necessary, a little milk with the beaten eggs. Knead all thoroughly, then roll it out on a board and divide into rounds, marking them in four so that they divide easily when baked. Bake in a moderate oven.

BAKEWELL PUFFS.

One egg, its weight in flour, butter, castor sugar, and a teaspoonful of baking powder, short pastry, a little jam.

Melt the butter, add the beaten egg, sugar and flour, beat all together with the baking powder. Line small baking tins with the pastry, put a teaspoonful of jam into each and a dessertspoonful of the batter on the top. Bake in a good sharp oven for ten minutes and serve when almost cold. For a change substitute chocolate cream for the jam, and ice each tartlet with chocolate icing.

PLUM CAKES.

This recipe is an excellent one, and the cakes are specially good for tucker box lunches.

Work two ounces of lard into one pound of dough, add one ounce of sugar and two ounces of currants. Knead all together and form into a flat cake upon an old plate. Score across the top in diamonds, and bake for three-quarters of an hour. Ten minutes before the cake is done brush it over with milk and scatter brown sugar over it.

SHORT BREAD.

Contrary to a widespread opinion shortbread is not an item of luxury. This is a genuine Scotch recipe and worth the making.

Four ounces of butter, eight ounces of flour, two ounces of sifted sugar.

Rub the butter into the flour, add the sugar, then heat the mixture before the fire. When moist enough form into a cake, turn out on a dinner plate and mould the cake round with the hand, flattening the top with the rolling-pin. The cake should be just the size of the inside of the dinner plate. Pinch the edges with the fingers and prick the centre well with a steel fork. Then slip the cake very gently on to a buttered paper, place on a tin, and bake in a slow oven for nearly three quarters of an hour. Decorate with glace cherries.

Woods' Great Peppermint Cure's the thing. I shall always sing: I've proved its worth full many a time. And that is why I string this rhyme: Coughs and colds, and the various ills That arise from contracting chills. One and all at its use take flight, God bless the day it saw the light!

WHO IS THE BETTER COOK.

MEN VERSUS WOMEN.

The kitchen seems to be so entirely a woman's sphere that one would probably scoff at "men cooks" if it were not so obvious that men excel in culinary work.

In all places where good cooking is a necessity it is the general rule that the head of affairs should be a man. A chef presides over the King's kitchen, and men-cooks are the all-important geniuses who prepare the menus of the best and most exclusive hotels and college kitchens.

Upon the surface it appears an anomaly that men should excel in women's work, but the reason of their success is not far to seek.

A man regards the work of cooking as an art, while a woman looks upon it as one of the many duties that fall to her share to perform. A man gives his whole attention to his work, while a woman will cook a dinner and do several other things as well. She may look upon this as a saving of time, but it is doubtful if it is real economy. While she runs upstairs to perform a small duty the joint may burn, so that, if not absolutely ruined, its delicate flavor is lost, as well as its nutritive juices.

It will come to the table dry and unappetising; and this is true in the case of sweets and sauces.

A woman does not appreciate the value of detail in cooking. Gravy is a fluid that can be "knocked up" in a few moments, and sauces are a glorified form of starch-making.

A man realises that the subtle blending of various ingredients produces a result that women will enjoy with a sense of wonderment. They will eagerly beg for the recipe, and cannot believe that anything so delicious can be produced from such insignificant ingredients.

Most women regard the stock-pot as a "mussy, messy thing," but a man-cook will declare that he owes the delicate flavor of his soups and sauces to the despised utensil, and he will add that the slow, steady process of simmering produces a much more fragrant and satisfactory result than the most expensive flavorings and essences added at the last moment.

In fact, a man looks upon the art of cooking as a profession. He learns every branch and detail as thoroughly as if he were preparing for the career of a doctor, and the result justifies the care and thought he has expended in study. A good man-cook is always appreciated. He can command a situation, for, however much other trades may languish, there is always a good, steady demand for well-cooked food. His employers recognise his value, and his wages are liberal. Indeed, the princely salaries of some chefs are proverbial, and the head cooks of the college kitchens at Oxford and Cambridge frequently find their work far more lucrative than the learned professors who enjoy the excellent viands they provide.

But there is just as much scope for women in the art of cooking as men. It is work that should appeal to the feminine instinct, for there is always a tangible result to show for labor.

The hands of women are naturally delicate and light, and they are much more suited to the dainty art of pastry-making than those of men. The work of cooking, too, is interesting, and it gives scope for a woman's inventive and ingenious faculty.

But women will never succeed as cooks unless they recognise the dignity of their work. They will spend hours over a monotonous and depressing piece of typewriting, because they consider the occupation "ladylike," while they would dub the art of cooking "menial work."

But there is much more skill required in the preparation of appetising dishes than in deciphering indifferent writing; and women need to realise that a good, economical cook is a priceless treasure to her husband and household.

In the olden days great ladies appreciated the value of cooking. They learned it thoroughly, and were renowned for their wonderful concoctions; and in these days of rush and stress it must surely be an advantage for a girl to know the details of a profession that will never fail her.

Men realise the remunerative results of the art of cooking. Why should women, who now assume to be the equal of mankind, allow

ARE YOU COATED YET?

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FOURTEEN AND ELEVENPENCE

IT IS one of the hundreds we have for your selection

IT IS made of Woolen Tweed

Double Breasted

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them to excel in a branch of labor that should be entirely feminine. Women are naturally good cooks. Why should they not adhere to nature and become adepts in a profession for which they are eminently suited.

5/- PRIZE COMPETITION

TO OUR WOMEN READERS

As there have not been a sufficient number of entries sent in up to date of going to press, we have decided to extend the time for replies for another week. The portioning of £2/15/- per week, by a housewife should not prove such a difficult problem, and as many women have to manage on this amount, I should be glad, for the sake of all the readers, that every woman should send in her management methods.

This page has been instituted for the sole purpose of fostering the interest of the women folk of the "Co-operator" subscribers to suggesters, and every individual reader should help along this section to the best of her ability.

I hope before next issue that I shall be able to record a substantial response to the "Pay Envelope Competition." "Help one another" should be your motto.

CHILDREN'S COMPETITION.

A prize of 2s 6d will be awarded to the boy or girl who guesses correctly the following riddle:—

"As I went through the garden gap, Who should I meet but Dick Red Cap?"

A stick in his hand, a stone in his throat; If you guess this riddle I'll give you a goat."

Answers to be in by Monday, June 8th.

FUNNY FACE COMPETITION.

The prize of 2s 6d for a drawing

of the funniest face has been won by SIVVER ROOTES, Post Office, Bethunga, to whom a postal note will be forwarded in due course.

SMALL ECONOMIES IN THE KITCHEN.

Stewed fruit, however small in quantity, may assist in fruit salad, or, in conjunction with custard or cream, be made into food.

Stale cakes and biscuits, with the addition of custard, jam, or cream, can be converted into a variety of tasty puddings and served either hot or cold.

Ordinary vegetables can be converted into salad with the addition of a little mayonnaise sauce, or made into soup with the addition of a little flour, butter, and some milk or meat stock.

The housewife who takes a pride in her larder can easily concoct a variety of dainty little dishes from the scraps if she be of an inventive mind.

BUSINESS GIRLS.

"I had to leave business; I simply couldn't walk, I got so tired and breathless," declared Miss Nellie Carter, of 21 Hutton-street, Northcote, Melbourne, speaking of the way girls at business often break down in health. "Some time ago I began to grow pale," she said, "and noticed that I had very little energy. My appetite went off, and some days I scarcely ate anything. The color left my face and I looked quite bloodless. My strength failed and I had to stay at home. I hadn't the ambition or strength to go on. I wasn't able to do a hands turn to help my mother. My parents were very worried as I couldn't sleep at night. I read about Dr. Williams' Pink Pills and tried them. They were just what I needed. I began to eat well, and noticed my strength returning. My color came back, and in a short time I felt as well as ever."

Business girls who feel run down and jaded can start at once to get good health and color. They can get the pills that did Miss Carter so much good from any chemist.

GREEN COUPONS

Have given satisfaction for Fifteen Years.

The best value and most liberal traders give Green Coupons.

The wisest ladies collect Green Coupons and only Green Coupons.

The liberal traders have doubled their business.

The wise ladies have furnished their homes free of cost.

VISIT SHOWROOMS

697 GEORGE STREET HAYMARKET, Sydney

KEEN'S MUSTARD

Is carried to every part of Australia, and is used in every home in our Island Continent.



KEEN'S MUSTARD

Thursday, May 28, 1914.

ORGANISING.

(Continued from page 5.)
Way men at Narrandera and its surroundings are sold to a man, and the impetus given by my visit, which I feel sure will be followed up by branch officers and members, we shall see in the near future practically every man on the two branch lines members of our society. I made several suggestions which I thought would cause the members to take more interest in their branch meetings, such as a social, debates, etc., after the conclusion of general business. All present highly appreciated my remarks in this respect. I gave an outline of many important matters the All Grades has in hand at the present time, including amendment of the Appeals Board allowance on full pay after 20 years' service, our efforts to get a modification of the eye-sight test, and what the Minister had promised after our long agitation; and I made a strong appeal for financial assistance for our fellow unionists in South Africa, who were deported for simply fighting to better the conditions of the railway men who were working under conditions that would not be tolerated in this country for five minutes. I concluded with a final appeal to all present to do their utmost to still further advance and solidify the good old Amalgamated.

FUNCTION AT ALBURY.

At the social meeting organised by the Albury branch of the Amalgamated, to meet Organiser Corish, occasion was taken to present the late president of the branch, Mr. J. J. Gourdes, who was for so long a valued member and a popular employee at Albury, with a token of the esteem in which he is held. Mr. Gourdes held the position of shunter at Albury and had recently been promoted to the position of guard at Junee. The honor of making the presentation to Mr. Gourdes fell upon Mr. R. Corish, who was present in accordance with his All Grades organising roster. Mr. Corish said he felt it an honor to take part in the movement to recognise such a sterling unionist as Guard Gourdes. He appreciated it still more having the opportunity to give utterance to the regard of those present. It would be something for him to remember that he had the esteem of his comrades who felt they were doing honor to a worthy employee. Mr. Corish was sure the recipient would feel proud every time he glanced at this present (a massive marble clock). Those present evinced their concurrence in these sentiments by hearty applause, and the health of Mr. Gourdes was drunk with full musical honors.

A full report of the Albury function appears on page 2.

MORE ORGANISING.

At Calcairn, Mr. Corish reports that on arrival from Junee he was met by the local branch secretary, who introduced him to very many service men. Everything possible had been done to ensure a good meeting, which was held in the School of Arts. Says Mr. Corish: "I met a good few old friends, and like other places, felt myself right at home. This depot is only a small one, the employees consisting of about 12 traffic men, three gangs of per. way men, and a small local department. Practically all the per. way men are in the All Grades, and I found them very pleased to meet a representative from head office. Every man I meet is pleased to hear of our great progress, even those outside our union, and the great progress reported from all centres clearly goes to show the confidence the men have in the Amalgamated. All the workers in our ranks seem to have renewed vigor for the fight and the results are quite apparent, even to the greatest doubter."

At the meeting Mr. Corish says: "Every member off duty attended. The President of the branch pre-

sided and gave me a hearty welcome. I spoke for about an hour and a half, and I feel certain the address was greatly appreciated. I referred briefly to all the outstanding features of the Amalgamated's activity, and gave many instances of the concessions gained for members. Found those present delighted at the news of re-registration and gave lengthy explanations of the various awards at present covering service men. I made a point of strongly advising those present to read "The Co-operator" wherein they would find ample proof of my contention that the Amalgamated was doing things. Week after week they would find a fine record of good work published. It was the duty of every man in the service to work hard to eliminate the sectionalism in the railway and tramway service. They should do their utmost to bring about the amalgamation of all the service unions and thus present one solid front in their fight for industrial betterment." Mr. Corish made a strong appeal to them to get behind the Amalgamated, which was the only hope of those who desired "just conditions." Many questions were answered, and a hearty vote of thanks to Mr. Corish and the chairman terminated the proceedings.

SOUTH AFRICA.

THE APPEAL FOR AID.

Since the appeal for financial assistance for the 500 destitute members of the Amalgamated Society of Railway and Harbour Servants of South Africa was sent out promises of help have come from all quarters. Have you given your contribution yet, if not, well it is time that you did. Only one shilling is asked for, though you may give more if you please. Make a point of giving something to the cause next pay. Herewith are published some interesting letters on the subject:

Labor Federation of Australasia, Mr. Claude Thompson.

Enclosed please find copy of an appeal for financial assistance from the Amalgamated Society of Railway and Harbour Servants of South Africa. Mr. Chapman, a member of the above executive, has called upon me, he left on leave of absence before the trouble had taken place, but he has received advice since, that owing to the severity with which the Government has treated the society, it will be impossible to carry on unless financial assistance is forthcoming. The English unions have contributed to some extent, therefore, I shall be glad to know, at an early date, as to whether your association can assist them financially in their hour of need.

There is no necessity for me to go into detail as to the treatment meted out to the unionists in South Africa, as you will have read same in the public press. It is sufficient to say that it has shocked the Labor movement throughout the world.

Yours fraternally,
WILLIAM ROSSER,
Secretary.

Amalgamated Society of Railway and Harbour Servants,
South Africa,
Head Office,
505 Market-street, Pretoria,
February 12, 1914.

To the unions of the Commonwealth of Australia.

Brethren,
On behalf of the above society we beg to appeal to the Australian trade unions for financial assistance to carry on our organization in South Africa. The new methods of fighting trade union effort, adopted by the South African Government, is of interest and consequence to the whole labor world, and we confidently appeal to our comrades in Australia to render the help necessary to meet the new circumstances. Mr. Frank Hyett, secretary of the Victorian Railways Union, is in possession of the facts of the situation, and will supply all information as to the bona fides of the signatories to this letter as well as to the society.

Trusting that our Australian comrades will step into the breach for the cause of labor and progress.
We are, yours fraternally,
(Signed)

JAMES CONNERTY,
General President,
J. M. NEILD,
Acting General Secretary.

April 24, 1914.
The General Secretary,
The N.S.W. Amalgamated Railway and Tramway Service Association, corner of George and Quay streets, Sydney, N.S.W.

Dear comrade,—
I am in receipt of your letter of the 26th ultimo with enclosures, for which I thank you.

In reciprocation I enclose, herewith, copy of this society's constitution, which may be of interest to you.

You will be pleased to hear, that thanks to financial assistance, which has been forthcoming from our brothers in England and Australia, the society here has been able to weather the storm of illegal

LABOR NEWS FROM EVERY DIRECTION.

ARE YOU ON THE ROLL?

We may be in the thick of a Federal election directly. There are thousands of Labor voters off the roll, and they will be disfranchised unless they take steps to secure enrolment. Now is the time. Look for the roll at the post office in your centre, and, if not on, get a form of enrolment there. Don't risk being left off through your own delay.

WATERLOO P.L.L.

The fortnightly meeting of the Waterloo P.L.L. was held on Wednesday, 20th inst., the president (Mr. Hornblower) in the chair.

Five new members were added to the league. Our first winter social was held on Saturday evening, 16th inst., in the Town Hall, about 100 couples being present—the hall well filled. Light refreshments were served, great credit being due to lady members, who conducted the refreshments. Financially and otherwise the social was a great success. We are having another social on the 13th June, and the league has decided to bring the objects of Labor before the people, at all socials, in order to increase our membership.

UNIONS IN N.S.W.

By far the largest union in N.S.W. is the Australian Workers' Union, the Central and Western N.S.W. branches of which had a membership of 23,000 in May, 1912. This number, however, represents only the members of the pastoral section of the present union. When the figures are made up to the close of last year, the above number will be found to be considerably increased. The Railway and Tramway Service, with 14,155 members, is next in point of membership, followed by the Railway Workers and General Laborers' Union (which membership increased by \$226 during 1912) with 13,848 members. Next in order are the Northern Colliery Employees' Federation \$387, Seamen \$203, Wharf Laborers (Sydney only) \$560, A.M.A. Broken Hill \$795, and United Laborers 5555 members. The wealthiest union in respect of total assets is the A.M.A. (Broken Hill) with \$19,376. Railway Workers and General Laborers' Union \$2659, Typographical Association \$6517, Amalgamated Society of Engineers \$5461, Amalgamated Carpenters \$4100, Wharf Laborers (Sydney) \$3492, Colliery Employees (Northern) \$3374, and Tramway Employees \$3331. Altogether there are 36 unions with assets exceeding \$1000 each, 78 with between \$100 and \$1000, and 91 with less than \$100.

THE HOUSEWIVES' UNION.

A well-attended meeting of the Housewives' Union was held at their rooms in Liverpool-street, Hobart, recently. An address on the factory laws of various countries was given by Mr. W. A. Woods, M.H.A. A discussion ensued, and it was decided to continue the debate at the next meeting, with a view to arranging for a deputation to wait on Ministers at an early date to urge the Government to introduce an amendment of the Factories Act, which would provide for the following clauses:—(1) To raise the age of children working in factories from 14 to 16; (2) to provide for the medical inspection of factory workers; and (3) the establishment of Government compensation for boys and girls between the ages of 14 and 16.

LABOR STRUGGLES.

The dramatic incidents that have arisen out of many of the important Labor disputes in recent years are excellent for calling the attention of the public to them. But there are, and must necessarily be, a number of such disputes out of which come no such dramatic incidents. They are stern, ding-dong struggles between masters and men. There are no "fiery crosses," no spontaneous financial help. Of such cases are the lock-out in the building trades and the Yorkshire coal strike. What with holidays and conferences, these struggles, involving a very large

oppression which an unsympathetic, ignorant and incompetent Government raised to crush the industrial movement, not only among railway men, but amongst the workers generally in South Africa. We are by no means in the calm and placid waters of re-organised strength as yet, but we believe by careful manipulation of our scanty resources we shall yet achieve that very desirable end.

Reciprocating your kind wishes,
Yours fraternally,
J. M. NEILD,
Acting General Secretary.

CERTAINLY WE DO JOB PRINTING
GOOD WORK CHEAPER

number of men, are practically snowed under. Disputes such as these can proceed for weeks without much public attention, especially when the warmer weather renders a diminution in the supply of coal a matter of quite secondary consideration to the average person. Does not this show that something more than industrial struggles are necessary

LABOR LEAGUES.

A cordial invitation is here extended to every Labor League in the State to send in reports of meetings, etc., for publication in this paper. Our readers will be interested, and it will do the cause much good.

WOMEN'S EIGHT-HOUR BILL.

The President of the American Federation of Labor, Mr. Samuel Gompers, has drawn attention to the passing of the above bill in Columbia, America, the chief points of which are as follows:—No female shall be employed in any industrial or commercial concern, in hotel or restaurant, telephone or telegraph establishment or office for more than eight hours per day per six-day week of 48 hours. That no female, under 18 years of age, may be employed in the occupation mentioned before 7 in the morning, or after 6 in the evening. No female may work more than six hours continuously except that such workers may be employed for 6½ hours on end, providing such person ends before 1.30 p.m., when the female worker is to be dismissed for the day. A time-sheet must be posted up in every room where such workers are employed, showing starting and stopping times and recesses.

When the nature of the business renders it impracticable to fix the recess for meals at the same time for all employees, the inspectors concerned may permit a time-table being exhibited showing only the times for beginning and stopping for each day of the week. A time-book containing all particulars as regards time worked, and wages paid, must be kept by the employers. Any employer neglecting to do so, refusing to show such book to a duly authorized person, is liable under the Act. The Commissioners to appoint three inspectors, two of whom shall be women, to carry out the purpose of the Act. The inspectors may, in discharge of their duties, enter any building or room where they think that labor within the meaning of the Act is being employed. The Act of 1895, under which female workers must be provided with seats when not actively employed, is also especially enforced under the Act in question.

Any person violating or not complying with any of the provisions of the Act is punishable with a fine of 20 to 50 dollars for the first offence, up to 250 dollars for the third offence. The bill passed the Senate on July 10, 1913, and the House of Representatives, July 12, 1914, without amendment.

LABOR IN NORTHERN TERRITORY.

According to Mr. E. A. Gorham, a Government surveyor, who returned from the Northern Territory in the Montoro, a man working in the Territory deteriorates physically 25 per cent. by hard labor through climatic conditions. This was his experience with axemen—when engaged in cutting survey tracks. These men had said Mr. Gorham, lately received an unpleasant surprise from the Commonwealth Government. They were engaged at 1/5 per hour for 44 hours a week, whether they worked or not. Now they had received notice that they would not be paid for the days on which they were prevented from working by rain or sickness, and as the rainy season lasted from November to March, the outlook was not favorable for these workers. He expressed the opinion that if the Commonwealth Government persisted in its policy it would be difficult to get men for this class of work in the Territory.

DISGRACEFUL HOUSING.

The disclosures of the Dublin Housing Committee constitute a disgrace to civilisation. Glasgow has fared badly in this connection, but Dublin out-Glasgows Glasgow. Put a man independent of the Government, the Commissioners, or the men on the Board as chairman, give the employer and the employee equal representation on the Board, and we shall have got as near to getting a fair deal as we ever will in this world. To talk of trying to wreck the Board is simply folly; to withdraw the men's representative the same, since its sittings would be held whether he attended or not, and would no doubt be more representative of the department than ever.

While on this subject, Sir, there is a matter which I think should engage the attention of the department. It seems to me that when an employee is elected to the Board to represent the men, the department should recognise the responsibility which has been placed upon his shoulders, and so place him that he may have every opportunity to fulfil his obligations to his constituents.

Why shiver? Get a Warm Palmerfit Overcoat

The "Biltwell," a Very Smart City Cut Model

ILLUSTRATION faithfully depicts the "BILTWELL," a moderately priced fashionable coat that is full of good style and long wear. Modelled in latest full length fashion with long broad lapels, button through fronts, shape conforming shoulders, half box back with full flared vent walking skirt, gauntlet or strap cuffs, welted or flap pockets. Well made of good neat-appearing Scotch and English Tweeds in all the latest Greys, also pleasing Brown, Green, Fawn and mixed tones. Plain or fancy subdued shadow lines and stripes. In all sizes and degree fittings

EXCEPTIONAL 37/6
GOOD VALUE

COUNTRY READERS SEND FOR COLORED OVERCOAT BOOK.

It contains correct photographic illustrations and full descriptions of the latest Overcoats for Men and Boys, Moderately Priced. Also send for Free Patterns Easy Self-measurement Form, Tape, etc. Sent Post Free on request to any address in Australia.

Seven Thousand Overcoats at your Service from 21/- to 90/-

F. J. PALMER & SON,

Specialists in Men's and Boys' Head-to-Foot Wear & QUALITY CORNER, PITT and PARK STS., SYDNEY. and 726-728 GEORGE ST., HAYMARKET.



We Pay Carriage all over Australia.

THE APPEALS BOARD.

Dear Editor,—I notice several letters appearing in the last few issues of our paper touching the Appeals Board, and our representation thereon. Don't you think, Mr. Editor, that these grumblers should have something else to do than simply grumble? We all know that there is a tremendous inequality in the representation on the Board. Every man in the Service labors under the same disability in regard to his one-sidedness, and anyone of us has an equal liability to be brought before this tribunal, and even though we think our case excellent, to have the doubtful satisfaction of having Mr. Campbell disagree, as the minority. But what are we doing to get the remedy? This, in my opinion, lies right in the hands of the men themselves, and if it is not rectified, then they, as a body, have to bear all the blame. What is needed to make for the best results in the Board is an independent and permanent chairman, and although I am fully aware of the fight which the Amalgamated men make for this ideal, it is certainly a fact that numbers of men do not care until they get into trouble themselves. And whilst our correspondents talk of the men's representative withdrawing from the Board, and the whole scheme of appeals going bung, is it likely that any one of them would be pleased had he any necessity to appeal? The business in hand is to improve the Board by amending its constitution. Put a man independent of the Government, the Commissioners, or the men on the Board as chairman, give the employer and the employee equal representation on the Board, and we shall have got as near to getting a fair deal as we ever will in this world. To talk of trying to wreck the Board is simply folly; to withdraw the men's representative the same, since its sittings would be held whether he attended or not, and would no doubt be more representative of the department than ever.

While on this subject, Sir, there is a matter which I think should engage the attention of the department. It seems to me that when an employee is elected to the Board to represent the men, the department should recognise the responsibility which has been placed upon his shoulders, and so place him that he may have every opportunity to fulfil his obligations to his constituents.

This, to my mind, would necessitate such a position being found where he would be easily available, where he could, if necessary, be spared whenever any necessity arose for him to get away on Appeals Board business, and where he would not be in a position of responsibility directly over the heads of a number of men, who might at any time have to appear before him. It will be remembered that the previous occupant of the seat was put in this position, and in addition was allotted a pass over all lines, so that he might be in a position to carry out his duties on the Board to the best possible advantage. To my mind, here is a serious matter to engage the thoughts of the men in the Service. In many places outside, where a large number of employees elect a man to represent them, he has no other duties to perform at all, and in a Service of about 50,000 men some attention should be paid to the position of the elected of the men, not only that the representative might give more time to his duties, but that there might be some little prestige attached to such a position.

I trust that "Hopeful" and those others will see the matter in this light, and instead of talking of wrecking the Board, work to improve it.

FORWARD.

MUNICIPAL MARRIAGES.

Without doubt, if marriages were made on the ideal principle of matrimony, everyone would be very much happier, and divorce courts would be unknown (writes the "Ladies Pictorial"). No two people ought to marry until they are convinced that they are "affinities," but under the present social system it is impossible for men and women to wait for or obtain opportunity to mate in this fashion. They must take the partners who come in their way. Within the last few days we have heard much of the "caging" of married daughters. According to a lecturer, many middle-class girls are positively deprived of chances of meeting a variety of men at all; from such as do come within their circle they must take husbands or die unwedded. There is no choice in the matter. In New York they are working out a gigantic scheme to put an end to this sort of thing, but it will be years before it can be got into full working order or its effects can be seen. The idea is to establish a vast municipal bureau. Men and girls will not enter their names and qualifications in a book and then select a partner for life as they would a housemaid or chauffeur, but under proper supervision and with duly appointed chaperons

in charge, certain places of resort will be opened where young people can meet each other. If a widow has four daughters, limited means, and a small circle of acquaintances into which men seldom enter, how can she hope to secure husbands for them? If the American scheme is carried out she would be able to send her girls out to dances at this bureau, tea at that, tennis in such and such a park, where they would meet men and consequently have a chance of making a choice for themselves. Presumably some would make mistakes, for it is not to be imagined that the right people would always find each other, but at least the field would be a wider one, and the chances of meeting suitable partners greater than they would be in ordinary circumstances. It would give men and women time and opportunity to look before they leaped into matrimony, and thus, so they think on "the other side," hasty marriages would be averted and more matrimonial happiness ensured. Perhaps. But we venture to doubt it. Give young people plenty of freedom; let them be thrown as much as possible into each other's society, lower the barriers which snobbery and selfishness have set about girls of middle-class families.

THREE MONTHS.

Woman has a Trying Time Confined to her Home.

"For three months I wasn't outside the house, and couldn't put a boot on," said Mrs. Alfred Hodgson, Rose-street, Mile End, describing an attack of rheumatism, from which she suffered. "I had to get about with the aid of a stick and my hands were that crippled and stiff I couldn't grip anything securely. I couldn't get a peaceful night's sleep, as the pain would wake me up and I would be awake for hours. If it hadn't been for my sister, who helped me with the work, I don't know how I would have got on. In the end I practically lost the use of my hands, every muscle seemed to be on fire. I tried all kinds of liniments, but they did not do me much good; then I read of a person in Woodville who had suffered just like me and had been cured by Dr. Williams' Pink Pills, and I tried them. After the first box I began to feel a little better. I started with three pills a day and then doubled the dose, and by slow degrees all signs of Rheumatism went away. I only hope that this statement may prove of benefit to other sufferers." If you are a sufferer don't put off, but send to the nearest dealer for a box.

The Roll of Honor.

Growth of the "All Grades."

Some of the Branches which contributed to the total new membership of 1,000 for April:—

NEWCASTLE	117	RANDWICK	60
COWRA	38	EVELEIGH	25
SYDNEY	140	NEWCASTLE P.W.	20
BATHURST	20	HARDEN No. 1	20
REDFERN	180	MOREE	30
GOULBURN	30		

Is this not conclusive proof of the wonderful forward progress of the Great "All Grades" Railway Union? Can any six Unions in the State show a better record?

And still this phenomenal growth continues.

222 NEW MEMBERS HAVE BEEN ADDED TO THE "CO-OPERATOR" LIST FOR WEEK ENDING APRIL 25th, 1914.

We absolutely GUARANTEE this, and anybody interested is invited to verify the statement made. We can supply each individual name and address.

Why not join the "All Grades" next Pay?

APPEALS BOARD.

THE BOARD.

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

Thursday, May 14, 1914.

WILLIAM SAUNDERS, Ticket Examiner, Sydney, 67/- per week.

Charge: Making misleading statement at an inquiry held by the Assistant Superintendent, in regard to a case in which he was concerned, 20/3/1914.

Decision of Officer: That he be reduced to the position of electric driver, at 10/- 3/4/1914.

This case was conducted by argument. Mr. McCoy, for appellant, stated that there had been an inquiry by the Department into a report against appellant, and at the inquiry appellant was asked had he visited a certain clergyman's house in connection with the inquiry. This he denied, and some days afterwards corrected this statement, admitting that he had done so. As this did not affect the result of the inquiry, and appellant had voluntarily corrected the matter, he held that the appellants should not be reduced on that account.

Mr. Emery upheld that the Department could not retain appellant as an examiner if his truthfulness was in doubt.

Decision: Appeal dismissed.

SYDNEY HUBERT, Driver, Harden, 12/- per day.

Charge: While in charge of engine, No. 1050, "T" class, he ran the section Cullerlin to Fish River at excessive speed, viz., 13 minutes instead of 18 minutes, 19/2/1914.

Decision of officers: To be fined one day's pay, 10/4/1914.

Appellant was undefended and pleaded not guilty.

Mr. Bracy, for the Department, said the facts of the case were that on 19/2/1914 appellant took goods train from Goulburn to Harden. His load was 250 tons, and consequently, he would run to fast table. Cullerlin to Fish River running time is 18 minutes with reduced load, and Hubert ran distance in 13 minutes. This excessive speed was on the down grade to Fish River. The distance between Cullerlin to Fish River is 7 miles 22 chains.

Decision of officers: To be fined one day's pay, 10/4/1914.

Appellant was undefended and pleaded not guilty.

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Decision of officers: To be fined one day's pay, 10/4/1914.

Appellant was undefended and pleaded not guilty.

from Dowling-street, and when the conductor asked for fares they did not offer to pay, and later on, when the conductor came again they paid. They were in the act of paying their fares when the examiner boarded the tram, and when the examiner demanded to know where they got on they told him "at the depot."

Decision: The board directed that the case would be met by the appellants being reinstated in their positions, with loss of pay while out of the service.

WILLIAM PAYNE FULTON, Conductor, Dowling-street, 9/- per day.

Charges: (1) 23/4/1914. Failing to collect the fares of three passengers; (2) being unable to produce £1 change reserve when called upon, and making a misleading statement in regard thereto; (3) £18/11 short in cash in the month of March, 1914, which is excessive; (4) generally unsatisfactory cash account.

Decision of Officer: That he be dismissed the service, 24/4/1914.

Appellant was defended by Mr. Croft, pleaded guilty, and asked for leniency.

Mr. Croft stated that appellant admitted charge 1. He had not time to collect the fares, which he could explain owing to a shortage of coppers.

He inadvertently stated to the checker, at the Quay, that he had not the £1 reserve with him, stating he had left it with his landlady, and when the inspector went to the boarding-house to verify this he produced it from his pocket. He now admitted this, and the reason he had not previously said so, was that he did not want to alter the statement he had made previously at the Quay.

Mr. Kelly, inspector, said he knew Fulton, he has about two years' service. I have seen him at various times, and I consider him an honest man. Have never had any trouble with him.

Sheaves, ticket examiner, said he knew Fulton. Have always found his conduct satisfactory. I have seen him fairly frequently and have never had any trouble with him till the present case.

Decision: Appeal dismissed.

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

Friday, May 22, 1914.

EDGAR H. GAFFIN, Conductor, Ruscutt's Bay, 8/6 per day.

Charge: Being unable to produce his £1 reserve when called upon, and admittedly using portion of it for his own private purposes, 29/4/1914.

Decision of Officer: That he be dismissed the service, 29/4/1914.

Appellant was defended by Mr. Croft, pleaded guilty, but there are certain extenuating circumstances for the consideration of the Board.

John Buckley, depot master, Ruscutt's Bay, said he checked Chaffin's reserve on 29/4/1914. Called three or four conductors into office, and Chaffin did not come in. I saw him get some money from another conductor, and admitted the fact that he had loaned some money to another friend on the previous day. He was 7/- short in this check. Have known Chaffin for two years. Have no fault to find with his general conduct. I have no recollection of Chaffin being in trouble in this respect before. His conduct is satisfactory. The Department has about five days' wages in hand in appellant's case. If a man is off sick and returns to duty, and the £1 is given him, the Department has no cash in hand, but on this particular occasion Chaffin was not in that position. The Department had back pay in hand owing to Chaffin.

Mr. Croft here addressed the Board on appellant's behalf, showing his long service and good history in the Department.

Decision: The Board decided, in view of appellant's good history, to restore him to his position at the expiration of one month. The Department had no other course but to dismiss him as it did.

THOMAS CYRIL AUGUSTUS O'SULLIVAN, Guard, Nevertire, 10/- per day.

Charges: (1) On 21/3/1914 neglected to lock facing points leading Main Line to Loop, at Nyngan, immediately he had finished using same, with the result that when train was sent ahead over the points the engine (No. 379) and leading bogies of F.N. 499 were derailed; (2) on 4/4/1914 failed to promptly secure his train at Beppy Mountain before shunting operations were commenced, with the result that when engine and trucks were cut off same the remainder of the train ran back into the loop,

derailing brake van No. 5147 and S-truck 16447, at catch points.

Decision of Officer: That Guard O'Sullivan be reduced to the position of porter, April 27, 1914.

Appellant was defended by Mr. C. Thompson, general secretary of the All Grades, and put in a plea of facts admitted, and asked for leniency.

Mr. Chipin, for the Department, said that the facts were that the N.O. at Nyngan was on duty and brought an engine out of loco. A brake van and carriage stood in the loop and the engine was attached. O'Sullivan was instructed to bring the train out on to the main line, and in doing so neglected to lock the points. When the train started away it was derailed.

Thos. C. A. O'Sullivan, guard and appellant, said that the reason he omitted to lock the points was because the N.O. had brought the train on to loco. He told me to bring the train out to the platform, as he had unlocked the points. The N.O. told me he was going to follow us to the junction. In regard to charge 2 he said he was not very familiar with the yard. The N.O. at Nyngan was fined for his neglect.

Decision: Appeal dismissed (Mr. Campbell considered that the period of reduction should be limited; appellant's reduction up to the present had been severe enough).

JOHN HENRY ELLISON, Ticket Collector, Sydney, 9/6 per day.

Charge: Placed a passenger holding first-class transfer pass Sydney to Narrandera, in the 9.25 p.m. western mail train, resulting in the passenger being overcharged to Mount Victoria, 23/3/1914.

Decision of Officer: Fined one day's pay, viz., 9/6, 18/4/1914.

Appellant pleaded not guilty.

Mr. Chipin said the facts of the case were that on the date in question the western mail was late backing into the platform. The chief collector told off Ellison as one to check a carriage. There was a great bustle when the train was getting away. The chief collector saw Ellison checking the compartment in which the lady was found on arrival at Mount Victoria by an examiner. Her ticket was from Sydney to Narrandera.

Fred Richardson, S.M., Sydney, said he took a statement from a lady on 24/3/1914 concerning the matter. She told me that she was returning to Narrandera the night before, and boarded what she thought to be the right train. She described the collector to me. I made inquiries and came to the conclusion that it was Ellison. The chief collector told me it was him and sent him over to me. The lady did not positively identify Ellison, but said she believed he was the man. I had a shorthand note taken of the interview. The lady said that the man who took her luggage put her in the compartment of the western train.

Thos. F. Bonamy, head ticket examiner, said he arranged the collector's roster on 25/3/1914. The western train was late backing down, and I arranged for five men to check the train. I went to the platform after the train had backed in, and saw Ellison. He was checking the carriage. He was about the centre and was looking at the door when I saw him. I only walked up the platform and back again. There is a regulation that a collector is to assist on another carriage if he has nothing to do on his own car. It is possible for a passenger to be let into a compartment by a man who is not on that particular car. Collectors have their own punches bearing a particular punch, by which the man would be identified. A transfer pass is treated in the same way as a season ticket.

Joshua F. Smith, chief ticket inspector, said: "I recollect the complaint of the lady being put on the western train instead of the southern. I found that the lady's description of the collector tallied with Ellison. I found he checked the compartment in which she travelled."

Phillip Latham, ticket collector, said he was on duty on 23/3/1914. I assisted to check the 9.25 mail. Was spare that night and may have got instructions to assist from the head collector. I have seen porters putting passengers into a carriage without the collector checking the ticket.

George Taylor, senior ticket examiner, said he was on duty on 23/3/1914 at Mount Victoria. I checked the BX car there. I found a lady with a transfer season pass. I found her in the third compartment from the engine end. The lady said she was put in at Sydney for the southern train. She said her ticket was not read or checked at Sydney. She said a porter put her in. The lady told me she had found out at Penrith that she was in a wrong train. She was sitting quietly in the car when I came to the compartment, making no effort to get out, and when I asked her for her ticket she said "season." I asked to see it and read the pass. She remarked that that was not done in Sydney. I asked if the collector had not read the pass, and she replied that the porter who took her luggage put her in the carriage.

Appellant, Joseph Ellison, ticket collector, said he was on duty on 24/3/1914 on the 9.25 western mail. Did not see any ticket or pass for Narrandera on the night in question. I only checked three compartments on the BX. The other three compartments were already checked. All the porters have carriage keys, and I have seen porters put passengers in a carriage, unlocking the door themselves. This happened on the Narrabri mail. I was checking an LFX compartment, which was in darkness. I thought the gas fitter was fixing the gas and I let a passenger in, and afterwards, when I went to unlock the door, saw another passenger. I asked him where he was going and he told me a porter had bustled him in. I found his ticket was for Bourke and he was in the north-west mail. On the occasion in question I went to the fourth compartment and was told the collector had been there. I saw one ticket had been punched. I have brought the fact that porters put passengers in without their tickets being punched under notice. I am positive I did not check any pass with a lady-passenger that night. It is so unusual for a lady to have a pass of that kind that I would remember it.

Decision: The evidence disclosed that there is a large element of doubt and the Board considered that appellant should be given the benefit of the doubt. Therefore upheld the appeal.

CORRESPONDENCE.

WHAT OUR READERS SAY.

TRAIN RUNNING METHODS.

Dear Editor,—Reading the many utterances of Mr. Hoyle from time to time, I cannot but draw your readers' attention to an incident of train management in the June district, which, if it is the outcome of Mr. Hoyle's desire for schedule running, borders on the brink of the ridiculous.

On Saturday, the 16th inst., I made up my mind to travel from June to Wagga by a special train leaving at 1.45 p.m., to see the Frenchman fly. After considerable effort I managed to get a ticket, and then boarded the waiting train. It seemed to me that the whole of the highly paid railway officials between Goulburn and Albury were present on the platform to help get away on time, and this expert set, including the local station staff, were rushing and tearing about and giving orders to travellers, but notwithstanding this, we left the station behind schedule time. On arrival at Bomen this high salaried staff, assisted by the guard and local station staff, set about to collect the tickets of the 170 passengers, which was done in such a way that there were many tickets not collected. After this job was deemed complete, we moved on to Wagga still later. I cannot but ask Mr. Hoyle if it is part of his directions to the Chief Commissioner that trains should be manned in addition to the crew, by a high-paid staff of officials. If not, does he want to know why they are employed? Did these officers pay their fares like the Johnnies who sat and laughed at their divers capers. I say to the Minister for Railways, come to this depot, examine the doings and management, and if you be a practical man, the opportunity lies here for you to put things on a method that will make the name of Hoyle amongst the users and workers on the railway go down as a Minister of ability, not to be forgotten for generations to come. As a parting word, do not be satisfied with the assurance of the railway heads around you, but come to places like these and travel to functions such as the flying exhibition, when you will at last realise the boss-ridden system which is crippling the railway now.

Yours, etc.,
JUNEE.

A RISE IN WAGES WANTED.

Dear Editor,—Permit me to place a few facts before the many readers of the "Co-operator," touching on matters of wages. The carpenters in the Electrical Department known as linemen's carpenters, are working under an award expiring next December, rated at 10/- per day, they were told that the class of work done is of a rough nature, and does not require any skill. They waited on Mr. Catts, M.H.R., two years ago, but his efforts were blocked by the cancellation. The union having been registered again, they waited on the present secretary, Mr. Thompson, who, I hear, has written on their behalf to the department.

The plumbers' mates receive 9/-, the interlocking carpenters 12/-, yet those men whose work is of a varied nature get no more than 10/-.

They are running a line of slip-joint boxing from Eveleigh to Petersham, not four feet from one of the fastest lines in the State, where a moment's delay means a fatality. They have to pass a strict medical examination before joining the service, and must have a general knowledge of all kinds of work, and in addition must find their own tools. I think, Mr.

Editor, if their case were placed before the Commissioners, and he were made fully aware of the facts, that those eight or ten carpenters would receive their 12/-, which would be a big help towards the upkeep of their homes and families. Trusting you will give the above matter publicity.

Yours, etc.,
A LOOKER ON.

"COMRADE."

Among the gloomy vanities of borrow and misfortune; into convulsive struggles of greed and want; into the mud of piteous selfishness; into the cellars of houses, where lived the poor, who created the riches of the city, unnoticed, walked dreamers, who were arrangers to all, but full of faith in man, preachers of revolt, the sparks that lit the fire of truth. Into the cellars they secretly brought the small yet always fruitful seeds of simple but great teaching. Sometimes sternly, with cold glitter in their eyes, sometimes tenderly and with love, they pencilled this clear burning truth in the dark hearts of slaves, turned by the might of the greedy, by the will of the cruel into blind and dumb instruments of profit.

This obscure, pursued people suspiciously listened to the music of the new words, the music for which long and vaguely their worn-out hearts had waited. Little by little they raised their heads and tore at the knots of lies with which powerful and greedy usurpers had tangled them. Into their life, full of deep though suppressed hate, into the hearts, poisoned by multitudes of motley lies and the "wisdom" of the mighty, into this hard, sad life, which had drunk deep the bitterness of degradation, was thrown a simple, bright word—"Comrade."

This word was not new to them. They heard and used it themselves. It sounded till this time in the same meaningless and dull manner, as words that had slight significance and might be forgotten.

But now this word, bright and strong, sounded in another way. Another soul sang it.

Something strong, flashing and many shaped like a diamond was in it.

They received it and began to utter it prudently, carefully, rocking it in their hearts like a mother rocks a new-born child in the cradle, admiring it. The deeper they looked into the bright soul of this word the clearer, grander and brighter it seemed to them.

"Comrade!" they cried.

And it was felt that this word came to unite the world, to raise up all the people to the heights of liberty, to bind them up with new ties and ties of respect of one to another, the respect for the liberty of man, and just for the sake of liberty. It sounded among false words of the present like joyous news of the future about a new life, which is open equally to all, far or near. Upon the faces of those who checked it in their hearts, who put into it their flesh and blood, and made it a resounding trumpet call to solidarity, upon those faces shown the proud feelings of young creators, and it was clear the might they so generously put into this living word is unextinguishable, unconquerable, inexhaustible.

But against them began to gather gray, blind crowds of armed people, silently they fell back into the line. It was the malice of usurpers, preparing to repel the wave of justice. But in the straight, narrow streets of the great city, among its cold and silent walls built by the hands of unknown masters, already grew and ripened the great people's religion of brotherhood of all to all.

"Comrades!"

Here and there flashed a spark which will kindle into the fire of world-wide solidarity. It will embrace the whole earth and burn to ashes the malice, hatred and cruelty which disgraces us. It will embrace all hearts and join them in one heart of the universe, the hearts of the truthful, noble men, into a united, friendly family of free workers. On the streets of the dead city, built by slaves, on the streets of the city, where reigned cruelty, grew and straightened the faith in man, in his victory over himself and over the evil of the world.

And into the vague chaos of troubled, inconsolable life, like a bright star, like the guiding light to the future, flashed a simple, deep, like a heart, word: "Comrade!"

—Maxim Gorky.

THE FIRST VIOLIN

By JESSIE FOTHERGALE.

CHAPTER IV.—(Continued.)

"There had been hope for him before—there was none afterwards. A pretty inducement to reform she offered him! I knew that woman through and through, and I tell you that never lived a more selfish, feeble, vain and miserable thing. All was self—self—self. When she was married to a man who never did think of self whose one joy was to be giving, whose generosity was no less a by-word than his selfishness, who was delighted if she expressed a wish, and would move heaven and earth to gratify it, the more eagerly the more unreasonable she watched it coming on, and I thought of you, Frau Gräfin, Victoria was expecting her confinement in a few months. I never heard her express a hope as to the coming of the child, never a word of joy, never a thought as to the wider cares which a short time would bring her. She did say often, with a sigh, that women with young children were so tied, they could not do this and that, and that. She was in great excitement when she was told, and she told me in great triumph when she returned."

"Eugen, she said, was a fool not to consult his brother, never a thought of the wider cares which a short time would bring her. She did say often, with a sigh, that women with young children were so tied, they could not do this and that, and that. She was in great excitement when she was told, and she told me in great triumph when she returned."

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Because of its PURE SILK warp and REMARKABLE WEARING Quality, SKINNER'S AMERICAN SILK is demanded by ladies who insist upon durability and good appearance.

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"Who forged the signature of the Herr Graf?" asked a voice, which caused me to start up, which brought all our eyes from Anna's face, upon which they had been fastened, and showed us Eugen standing in the doorway, with compressed lips and eyes that looked from one to the other of us anxiously.

"Your wife," said Anna, calmly. And before any one could speak she went on: "I have helped to circulate the lie about you, Herr Graf—she spoke to Eugen—she disliked you. I disliked your family, and I disliked, rather wished to punish, Miss Wedderburn for her behaviour to me. But I firmly believed the story I created. At the moment I knew the truth I determined to set you right. Perhaps I was pleased to be able to circumvent your plans."