

"In Everybody's Mouth"

# WOOD'S NEW BREW

This Beer obtained 4 First Prizes at R.A. Show, Sydney, '12

BREWED BY  
Castlemaine Brewery  
AND  
Wood Brothers Ltd.,  
NEWCASTLE

# The Co-operator



WITH WHICH IS INCORPORATED "THE RAILWAY AND TRAMWAY REVIEW."

Circulating amongst the Unionists and Labor Supporters of New South Wales, Victoria, Queensland, South Australia, West Australia and Tasmania.

VOL. X., No. 5. THURSDAY, FEBRUARY 5, 1914. Eight Pages ONE PENNY.

TO BE TANGLED UP IN THE TANGO

Isn't nearly as painful as being tangled up with a cheap bike that has broken down. While you are about it, buy a reliable

**B & B MODEL 3 CYCLE AT £9 10**

We guarantee this machine for 12 months, because we build it of the best British parts and finest weldless steel tubing. It is fitted with best grade of Dunlop tires. For the money it is really astonishing value, and you'll find it a wonderful help in getting to and from work, as well as affording pleasure for leisure moments.

**BENNETT AND BARKELL, LTD.**  
Largest Cycle Building House in the State  
124-132 CASTLEREAGH ST., SYDNEY.

**TOOHEYS LTD.**

## ALES AND STOUT

STANDARD BREWERY, SYDNEY.

## ALWAYS ON TOP LIVATONIA

First in the FIELD, because it always carries out its PROMISES to CURE, and is the GREATEST CURE for all Liver Complaints.

ON SALE EVERYWHERE.  
Price, 1/6 per Bottle

If not satisfied, return empty bottle, and get your money back.

CONSULT

## OPTICIAN HINGSTON

For all EYE TROUBLES. CLASSES MODERATE

Hingston Chambers, 643 George Street, Haymarket.

The Largest and most Up-to-date Boot Store in the Commonwealth.

You will save **5/-** in every £ by Purchasing all your Footwear from us.

Country Order Dept. a Speciality.

Send for ILLUSTRATED CATALOGUE.

## HORTON'S - - - Newtown

(Frank Bamfield, Proprietor.) (Opp. Post Office)

£5 2/6 weekly. Your home partly or worth of Furniture, 5/- deposit, completely furnished on terms.

**C. FORSBERG, 73 William-st., City.**

£10 Furniture, 10/- deposit, 2/6 weekly. Carpets, Linen, Curtains, Bedclothes, Kitchenware, stocked. Wornham Sewing Machines, cash or terms.

£15 Furniture, 20/- deposit, 5/- weekly. Carpets, Linen, Curtains, Bedclothes, Cabinets, Sideboards.

£20 Furniture, 30/- deposit, 6/- weekly. Drawingroom Suites, newest designs, Walnut, Maple, Oak, Overmantels, Cabinets, Sideboards.

£30 Furniture and upwars. Terms in proportion. Being an extensive Manufacturer and Importer, I can sell on terms, better quality goods at prices lower than most houses charge for each.

**C. FORSBERG, 73 William-st., City.**

32 RECIPES for preparing a variety of the most dainty Desserts with

## JANSEN'S Junket TABLETS

will be forwarded Post Free to any address on application to C.G.P. BOX 577, G.P.O., SYDNEY.

**MILLER & MORRIS**  
T.L. 5683 76 GOULEURN ST., SYDNEY.

Metallists, Badge Makers and General Engravers

Badges for the Railway and Tramway Association may be obtained from the above address, or from the office of the Association, Sterling Silver plain 1/2 each, Enamelled and Mounted as illustration, 2/- each.

## Paling's GLAVIOLA PIANO-PLAYER

will enable you to play thousands of pieces of music on your piano, even if you do not know a note of music.

With this wonderful instrument in your home, you can enjoy all the world's very best music and entertain your friends, besides having the personal pleasure of playing the music. The GLAVIOLA has all the latest improvements.

Art booklet, describing it in full, post free.

Easy Terms Arranged.

**Paling's**  
338 GEORGE ST., SYDNEY, and at Newcastle, Lismore, &c.

### BABIES AND BATTLESHIPS.

Lord Rosebery, speaking at a dinner of the Institution of Electrical Engineers, in Glasgow, referred to two "gloomy aspects of our civilisation." "The first," he said, "comes from the announcement, which strikes cold to my heart, that we are short of an enormous number of babies—500,000. This is one of the worst symptoms of modern civilisation. The other symptom which gives us matter for thought is the question of finance. Expenditure is going up by leaps and bounds, and all the great countries of Europe are hurrying down the steep downward path like Gadarene swine, which can end only in their immeasurable destruction. When the great Armageddon takes place—if it ever does, of which I have some doubt—the great contest of the world for which everybody seems to be straining every nerve to prepare, will probably find everyone in a state of hopeless bankruptcy."

### VICTORIAN RAILWAYS.

Among the questions put in the Victorian Legislative Assembly the other day was one by Mr. G. Elmslie (Leader of the Opposition), who asked Mr. Mackinnon (Minister of Railways) if it were the intention of the Railway Commissioners to increase the wages of lads under 21 years of age in the employment of the department.

Mr. Mackinnon replied that it was proposed to increase the wages of lads aged 19 and 20 years from 4s 6d to 5s a day and from 5/6 to 6/- a day respectively. Head porters, holding certificates of competency in telegraphy would continue to be paid 6d a day in excess of such rates. The increases would take effect from July 1, 1913.

### TERRITORY'S WANTS RAILWAY AND FREEZING WORKS.

"The first necessity is railways," says a contributor to a Melbourne paper in discussing Northern Territory problems. "What is really wanted for a start is a line from Darwin to Oodnadatta, one to connect with Queensland, junctioning with the other line at about Anthony's Lagoon, and another from Anthony's Lagoon to Port M'Arthur," he continues. "This latter is without doubt one of the finest harbors in Australia, and possesses the advantage over Darwin that it is much nearer the bulk of the good land in the Territory, and has no dangerous approach like the Vernons. As Port M'Arthur is the only harbor in the Gulf of Carpentaria, a line from there to Queensland would also serve a large area of Western Queensland, being nearer than Townsville to a good deal of North-West Queensland. Another line of railway to tap the Victoria River country is also wanted."

### FOR THE BETTERMENT OF WORKERS.

An attractive scheme for the betterment of the French working classes was proposed by M. Cheron, lately Minister for Labor, and supported by the Minister of Finance. It was not intended to be compulsory. A workman, by setting apart 15 centimes (1 1/2d.) per day, can assure for himself the ownership of a house, a certain capital sum, and a pension for his old age. Thus a man taking out a deposit book in the name of his son, and having inscribed therein a monthly sum equal to the rate of three sous a day, is sure that the beneficiary, on reaching the age of 25 years, will receive

a sum of over £50. With this the young man can enter into possession of a £300 house, paying the remainder of the purchase money by annual instalments. Should he die before completion, his heirs, by virtue of an insurance combination, become the absolute owners of the house, without having to pay another penny. If the young man continues the payment of 15 centimes per day, his old-age pension at 60 will be just under £19, while in case of his death his heirs receive a sum of £48.

### STATE LIFE INSURANCE.

Massachusetts was the first of the United States to introduce State Savings Banks and life insurance. This was done four years ago, especially in order to save the workers from the exploitation of private companies. These were compelled, as a result, to reduce their premiums by 20 per cent, and more. But in spite of this, they still have huge balances, especially because of the great number of policies lapsing. The scheme of the State measure is, that the worker may deposit as much money as he likes on pay day, either in one of the four State Savings Banks, which were used as receiving offices, or in one of the 13 other banks which act for them. From these deposits a small amount is transferred periodically as premium for the insurance. The policy may be one of six different kinds, among them life, old age, or invalidity insurance. The employers work in many cases hand in hand with the State, and employ a clerk to keep the books, and at the same time to deduct a certain amount for the insurance. They also often pay a part of the premium in the hope of thus binding the worker more firmly to the concern. The present expenses are met by State funds. This scheme has recommended itself so much that it is being imitated by other States.

### HAIRDRESSING ASSISTANTS IN NEW ZEALAND.

According to a new tariff agreement between the Union of Hairdressers' Assistants in Wellington, and between the Employers' Organisation the minimum wage for assistants must be 55 shillings for a week of 52 hours (not including mealtimes). For three days in the week there must be no work after 8 p.m., on one evening not after 6 p.m., and on the day of the half-day holiday not after 1 p.m. On New Year Day, Good Friday, The Kings' Birthday, 1st of May, Christmas Day, Centenary Day, Easter Monday, and the 2nd Wednesday in February—the day of the assistants' picnic—all businesses are closed. For every three assistants who have been employed for at least six months there may be one apprentice. The apprenticeship period is 5 years, and the wages as follows: 10 shillings per week in the first, 15 in the second, 20 in the third, 25 in the fourth and 35 in the fifth year.

### SAFE WORKING EXAMINATIONS.

At the recent Safe Working Examinations held at Albury, eight out of nine who presented themselves were successful, viz.: Joseph Cathcart 90, Jas. Baxter 82, Ernest Collett 81, Adrian John Le Veuvre 77, William Draper 75, George Denham 73, John Cordes 71, Ernest Brown 71.

Each was presented with a certificate by their instructor, Mr. J. Alt, S.M. On behalf of the safe working class, Mr. Ernest Collett then presented Mr. Alt with a silver shaving mug and brush. On mak-

ing the presentation Mr. Collett spoke a few well-chosen words, and wished Mr. Alt every success in his new sphere at Bathurst.

Mr. Alt suitably responded, and remarked that the men at Albury ought to be very proud at their success, as there were not very many men in the country districts that held these certificates. After thanking the class for their attentiveness throughout the term, Mr. Alt said it gave him very great pleasure to present these certificates that evening, and while the men had their certificates to remember him by, he had something that would ever bring back to his memory the success of his class at Albury.

We also have to thank Mr. C. Priorose for the interest he has always taken in the class, and the creditable way he has discharged his secretarial duties.

### WHEELWRIGHTS IN HOLLAND.

The wheelwrights have recently established a national council which numbers 402 members in seven sections. There are 385 non-organised workers in the same districts. The average wage of these workers varies between 5d. and 5 1/2d., the highest wage being between 7d. and 7 1/2d., with a working time of between 60 and 64 hours. After a strike lasting six weeks the waiters in Utrecht secured the recognition of the trade union, a weekly rest day of 36 hours, and a minimum wage.

### A TORY TURNABOUT.

"Railway employees are not in failure to undertake any duties in connection with either State or Commonwealth election unless the Railway Commissioner's authority to do so has been given." Such is the wording of an instruction issued by the South Australian Railways Commissioner in his weekly notices on January 12. This command is regarded in Adelaide as a serious interference with the political liberty of railway employees, and is on a par with the Government's gerrymandering proposals, affording still further proof of the fact that the Ministry intends to use brute force to prevent Laborites from giving voice to their ideals. Mr. Peake, the Tory Premier, is charged with a volte face. When the Jenkins-Darling Administration was in power it introduced a similar minute and so incurred the displeasure of Mr. Peake that when he came into power with Mr. Price and sat opposite Mr. (now Sir) Richard Butler he indignantly threw out the mandate. Now that Mr. Peake sits side by side with Sir Richard he allows the instruction to be reinstated.

### THE INTERFERENCE OF THE CHURCH.

Just lately a section of the South Australian railway employees decided to hold a picnic at Bridgewater, same to be held on Sunday, the 25th January. This came under the notice of the executive of the Council of Churches and was duly considered, and the following resolution was passed:—

"That this council having had brought to its notice an announcement and programme of sports of a South Australian railways traffic employees' picnic at Bridgewater on Sunday, January 25, expresses its deep regret that some way could not have been found for the traffic employees to have their picnic on an ordinary week day, and deprecates the use of Sunday as a day for excursion and sports by a public body in such a way as might give color to the impression that such action was in accordance

### INTERNATIONAL MINERS' CONFERENCE.

No fewer than 159 delegates representing 1,320,000 members in 7 different countries were present at the 24th International Miners' Congress in Carlsbad. The opening speech was delivered by the president of the English Miners' Federation, Snailie. In expressing himself in an impressive manner against war, he exclaimed that the time is coming when the organized workers will be able to entirely prevent war.

### THE LABOR MOVEMENT IN ROMANIA.

The peace propaganda of organized labor has unfortunately not been attended with success. Rumania is now armed to the teeth, every man capable of carrying arms has been sent to the front. The trade unions in Bucharest called a great protest meeting immediately upon its being recognised that a war was imminent, and it was decided to enter upon a 24 hours protest strike. Everything looked as though a great demonstration would take place. On the same day, however, mobilisation began, forestalling the general strike. Then a few comrades who have not yet been dragged into the war continue to fight their great fight against war. The fact that the Bulgarian and Servian socialist papers were published and circulated during the bombardment speaks for the publicity the labor movement has already attained in the Balkans.

with the policy of the Government."

Evidently it is the policy of the Government not to give their employees the day off for the picnic, otherwise they would never leave themselves open to such a resolution as this.

### THE LABOR MOVEMENT IN ITALY.

The Textile Workers' Federation recently held its Congress in Prato. The Congress, at which also comrade Shaw, the secretary of the textile workers international, was present, decided upon the affiliation to the International, as well as an increase in the federation contributions from 25 cents to 30 cents per month, and an annual extra subscription of 25 cents for the international Federation and the trade union national centre. After having overcome many difficulties a congress was called in Rome, at which a National Union of Tramwaymen was established. Many local organizations affiliated with the new Federation at once. Upon the invitation of the Trade Union National Centre, comrade Sassenbach, member of the General Commission of the German Trade Unions, made a journey through the greatest trade unions of Northern Italy, studying their organization and carrying on propaganda work. The meetings were well attended everywhere, and it is to be hoped that the trade union movement has been strengthened. The feud between the socialists and the syndicalists still exists—much to the joy and advantage of the employers. The Syndicalists made a savage attack upon the house of the so-called reformist trade unions in Milan on July 1st. All the widows were broken, the secretary roughly handled and other damage done. Men were wounded on both sides. It is not to be wondered at that the reactionary press should give expression to its delight at this reprehensible disruption.

### THE LABOR MOVEMENT IN ROMANIA.

The peace propaganda of organized labor has unfortunately not been attended with success. Rumania is now armed to the teeth, every man capable of carrying arms has been sent to the front. The trade unions in Bucharest called a great protest meeting immediately upon its being recognised that a war was imminent, and it was decided to enter upon a 24 hours protest strike. Everything looked as though a great demonstration would take place. On the same day, however, mobilisation began, forestalling the general strike. Then a few comrades who have not yet been dragged into the war continue to fight their great fight against war. The fact that the Bulgarian and Servian socialist papers were published and circulated during the bombardment speaks for the publicity the labor movement has already attained in the Balkans.

### INTERNATIONAL MINERS' CONFERENCE.

No fewer than 159 delegates representing 1,320,000 members in 7 different countries were present at the 24th International Miners' Congress in Carlsbad. The opening speech was delivered by the president of the English Miners' Federation, Snailie. In expressing himself in an impressive manner against war, he exclaimed that the time is coming when the organized workers will be able to entirely prevent war.

### INTERNATIONAL MINERS' CONFERENCE.

No fewer than 159 delegates representing 1,320,000 members in 7 different countries were present at the 24th International Miners' Congress in Carlsbad. The opening speech was delivered by the president of the English Miners' Federation, Snailie. In expressing himself in an impressive manner against war, he exclaimed that the time is coming when the organized workers will be able to entirely prevent war.

### INTERNATIONAL MINERS' CONFERENCE.

No fewer than 159 delegates representing 1,320,000 members in 7 different countries were present at the 24th International Miners' Congress in Carlsbad. The opening speech was delivered by the president of the English Miners' Federation, Snailie. In expressing himself in an impressive manner against war, he exclaimed that the time is coming when the organized workers will be able to entirely prevent war.

## COO-EE! COO-EE!

Australia's call is known everywhere, so is Australia's Watch House, where the "Coo-ee" Watch comes from.

**15/-** Post Free.

Guaranteed 10 years. Kept in order 12 months.

Write for our Free Jewellery Catalog.

We have a Skilled Optician.

## R. B. Orchard Ltd.

RAILWAY SQUARE, SYDNEY

GOOD WATCHES FOR EVERYBODY

## BE LIKE THE BOY—HASTEN

This little chap knew the chambers of Spencer Nolan, and he hastened because he wanted his tooth out. Don't you suffer any more tooth-torture; hasten to Oxford-street—anyone will show you the place, and we'll shift the pain painlessly.

My Patent Suction Sets of Teeth at Three Guineas are perfection. Special Sets of Artificial Teeth, Upper or Lower, from One Guinea.

Teeth fitted in one day if required—a boon to country visitors.

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

"Please, can you tell me where Spencer Nolan's is?"

## SPENCER NOLAN THE DENTIST

28 OXFORD ST., SYDNEY. (NEXT TO WINN'S)

"COME OVER HERE."

"See Daddy, mine are 'OSMAN' too!"

## For Every Member of the Family.

The appearance and the "feel" of "OSMAN" Flannelette prove its goodness. It is particularly desirable for Ladies' and Children's Underwear and Nightwear, and Men's Shirts and Pyjamas. "OSMAN" is warm without being heavy, and is hard-wearing and non-shrinking. It does not catch fire or burn any more readily than a good calico.

## "Osman" Flannelettes

are sold by the leading drapers and storekeepers everywhere. Always insist on getting them, and be careful to see the name "Osman" on the selvage. Should you have any difficulty in procuring locally, write to "Osman," Box 480 G.P.O., Sydney, and patterns will be immediately sent you.

# Try "AULD JOCK" WHISKY

**TOOTH & CO., Limited.**  
Proprietors : : : SYDNEY

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

A GREAT AMALGAMATION OF ALL SECTIONS OF RAILWAY AND TRAMWAY MEN.

(The Largest Railway and Tramway Organisation in the Southern Hemisphere.)

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

HEAD OFFICE: Corner of George and Quay Streets, Sydney (opposite Railway Station).

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

Branches: Sydney, Newcastle, Parramatta, Wollongong, etc.

gand to due process of law." The General Secretary was instructed to send copies of the motion to the press.

Annual Conference.—In reply to a question the General Secretary stated that the executive after serious consideration had resolved to recommend that owing to the necessity of economy conference be curtailed to a two days' sitting only.

ANNUAL CONFERENCE. DELAYED BUSINESS. The following letter, despatched on 17th December, was received at Head Office on 30th January, 1914:—

Mr. Claude Thompson. Dear Sir,—Please note name and address of delegate to Conference is Patrick J. Tennant, railway station, Gunnedah.

Business for Conference from Gunnedah branch.— All employees receive three weeks holidays annually.

That ballast trains be fitted with ambulance chests. That loco supply tanks, where water is used for drinking purposes, be cleaned out every six weeks during hot weather.

Yours faithfully, C. NEADER, Branch Secretary.

NO. 2 BOARD. ADDITIONAL CLAIMS. The claims for No. 2 Board appear to be like a snowball, growing larger with every onward move.

LOCO. CHARGEMEN'S CLAIMS. (1) Forty-four hours to be considered a week's work.

(2) Three weeks' annual leave on full pay.

(3) Time and half for Sundays, holidays, and overtime.

(4) Assistant Chargemen, when relieving a Chargeman, to receive the minimum rate of wages for the Chargeman in that depot.

(5) Eveleigh depot to be placed in a grade special with salary in keeping with responsibilities.

(6) To be paid full pay when off duty through illness.

(7) A day off in lieu of Sundays (no objection to working Sundays) when required, but not more than each alternate Sunday.

(8) Payment for answering correspondence; ten minutes for each report; also payment for attending inquiries.

(9) Classification of wages to stand at the present rate with the exception of Eveleigh, who, in claim 5, wished to be placed on a higher footing.

VICIOUS JUDGE-MADE LAW.

WISCONSIN SUPREME COURT FLAGRANT USURPER.

DECISION WITHOUT WARRANT.

Madison, Wis.—By a decision of the Supreme Court of the State, the Workmen's Compensation Act, which has been in operation for two years, and which has proven one of the most humane and successful pieces of legislation ever enacted by any State, has been delivered very close to a knockout blow.

The following letter, despatched on 17th December, was received at Head Office on 30th January, 1914:—

Mr. Claude Thompson. Dear Sir,—Please note name and address of delegate to Conference is Patrick J. Tennant, railway station, Gunnedah.

Business for Conference from Gunnedah branch.— All employees receive three weeks holidays annually.

That ballast trains be fitted with ambulance chests. That loco supply tanks, where water is used for drinking purposes, be cleaned out every six weeks during hot weather.

Yours faithfully, C. NEADER, Branch Secretary.

NO. 2 BOARD. ADDITIONAL CLAIMS. The claims for No. 2 Board appear to be like a snowball, growing larger with every onward move.

LOCO. CHARGEMEN'S CLAIMS. (1) Forty-four hours to be considered a week's work.

(2) Three weeks' annual leave on full pay.

(3) Time and half for Sundays, holidays, and overtime.

(4) Assistant Chargemen, when relieving a Chargeman, to receive the minimum rate of wages for the Chargeman in that depot.

(5) Eveleigh depot to be placed in a grade special with salary in keeping with responsibilities.

(6) To be paid full pay when off duty through illness.

(7) A day off in lieu of Sundays (no objection to working Sundays) when required, but not more than each alternate Sunday.

(8) Payment for answering correspondence; ten minutes for each report; also payment for attending inquiries.

(9) Classification of wages to stand at the present rate with the exception of Eveleigh, who, in claim 5, wished to be placed on a higher footing.

city pay compensation for the loss of wages as required by law. The commission held as a fact that the city did not furnish a doctor seasonably. It was not denied that the city had actual knowledge on the day of the accident of the need of a physician, and it had notice in writing of the claim for compensation, which included as medical attention, twenty days after the accident. The city did nothing for forty-eight days; then it sent a doctor. Then a doctor waited on the sufferer. He presented formal legal notices acting in the capacity of a representative of the legal department rather than as a representative of the medical department. The charge for medical services in the case was £45.

In passing upon the treatment of Miller by his employer, the city of Milwaukee, the court holds that the city acted strictly within its "legal rights." In the face of the law and the facts, it is here indicated that the subtle interests which are at work in an endeavor to throttle laws enacted for the purpose of promoting industrial justice are to be strangled and set at naught by court interpretations. This particular law has been accepted without question by the insurance companies, employers, and employees. It may be that this recent decision is a signal given for a general onslaught against the many progressive and humanitarian laws upon the statute books of Wisconsin, but the people of the State are not unaccustomed to the betrayal of their rights. They have always shown themselves as equal to any emergency, and it is now stoutly asserted by those who have comprised the State's most active force for good, that if this decision, so clearly judge-made, is used in an effort to destroy the workmen's compensation law, the result will be that a measure much more stringent in character will be placed upon the statute books in the future.

In addition to this will also come an industrial commission with increased power, and, last, but not least, a constitutional amendment which will guarantee the enforcement of these humanitarian laws, as well as a curtailment of the prerogatives of the Supreme Court judges. The infallibility of the courts is no longer a fetish, and the present temper of Wisconsin's people will not permit continued usurpation by the courts of the State.

"Now for the law. It says that the employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

employer shall furnish the necessary medical attention at the time of the accident, and for ninety days thereafter, and failing to do so verily for the medical expense incurred by the employee. The law also provides that 65 per cent. of the workmen's loss of wages shall be paid to him weekly. The city waited forty-eight days, seven weeks, before it sent a doctor. Neither did the

Staff Changes and Promotions

TRAMWAYS. WEEK ENDED 24-1-14.

APPOINTMENTS. Locomotive Branch.—Fitters: John Sorrenson, Frederick Emms, George Johnson, Daniel Dowton, Eveleigh; George Mark, June, Wagon Builder: William Hoffman, Bathurst. Boiler-makers: James White, Bathurst. Engine Turner: William Hogan, Wellington. Sand-burners: James Berritt, James Jeffries, Goulburn. Fuelmen: John Boyd, Harden; John Kinsey, Jun., Cleary, Eveleigh; John Kinsey, Jun.; Thomas Shipley, Albert Lamb, Penrith; Arthur Smith, William Phillips, Bathurst. Messenger: William Bowden, Bathurst. Cleaners: Arthur Wilson, Rupert Stuckey, Thomas Hyman, Edward Carr, Eveleigh; Ernest Winton, Norman Reid; Arthur Connell, Ronald Griffith, Bathurst. Junior Clerk: Selwyn Burgess, Pictou. Shop Boys: Ernest Hardy, John Henahan, Patrick Galvin, Harold Gregoruss, Michael Callaghan, Bernard Aspinall, Eveleigh. Call Boys: Arthur McRoberts, June; William Arthur, Eveleigh. Apprentices: Robert Robertson, Archibald Langer, Herbert McAuley, William Wilkinson, Eveleigh.

Permanent Way Branch.—Fitters to Gangers: Robert Wilson, Lockhart-Clear Hills; Robert Powell, June-June. Traffic Branch.—Night Officers to Assistant Coal Overseers: Walter Carpenter, Homebush to Bullock Island. Night Officers to Stationmasters: Colin Davidson, Granville to Harris Park; John Schofield, Hornsby to Towrang; Graham B. Moore, Moonbi to Widgiewa; William Thomas Snushall, Singleton to Quilpolly; Harold Douglas Grant, Bundanoon to Nundah. Porters to Night Officers: Horace Eldridge, Emu Plat; Ernest J. Boehme, Orange Relief to Yukaloo; John P. Hynes, John H. Lister, Sydney Relief to Poeraka; Thomas Henry Fisher, Orange Relief to Street Road. Junior Porters to Clerk (Junior): Roy Smith, Sydney; Reginald P. McKervy, Goulburn. Guard to Clerk: Bernard Gallagher, Eskbank. Signaller to Night Officer: Noel G. Foster, Eskbank. Signaller to Night Officer: Arthur Leopold Steele, Boronia to Dora Creek. Porter to Clerk: Sydney Thomas, Bogabri. Assistant Guard to Signaller: Edward Church, Darling Harbor. Assistant Signaller: Roland W. Baughan, Pennington. Porter to Signaller: Edwin E. Coleman, Askefield. Relief Staff: John J. Mooney, Pictou; Patrick J. O'Donnell, Goulburn; Robert Humberstone, Richard Paganini, June; John W. Lee, Albany; John C. Jones, Narramine.

Traffic Branch.—Shunters to Guards: Frederick H. Butfield, Flemington to Sylvania; Herbert J. Gifford, Cleary Yards to Harden; James W. Dries, Clyde Yards to June; Wilfred R. Saeffer, Sydney; Oswald H. Rooks, June; William Burrows, Darling Harbor to Cowra.

RESIGNED OR LEFT THE SERVICE. Locomotive Branch.—Fitter: George Middlehurst, Eveleigh. Turner: Charles Gardner, Eveleigh. Machinist: John Stubbs, Eveleigh. Crane Attendant: Herbert Woodhouse, Eveleigh. Porter: Alfred Edwin Goodwin, Goulburn; John Atkins, Harden. Fitters' Laborer: William Murrin, Harden. Fuelmen: William Sorrenson, June; C. Charles Jenkins, Norman Pound, Ballhurst. Call Boy: Roy Belling, Pictou. Apprentices: Leo Dunne, William Sands, Eveleigh. Shop Boy: William Knott, Eveleigh.

Permanent Way Branch.—Ganger: Thomas P. Quinn, Bathurst-Dubbo. Fitters: George Chapman, Emu Plains-Raglan; James Heap, June-Albury; Lance D. Wason, Joseph W. Mahony, Dubbo-Nyngan; Alfred T. Lehmann, Nyngan-Bourke; Frederick W. Mudge, Parkes-Coolah. Tarpaver: John Taylor, Rockwood.

Platform Attendants: E. Thurling, Millmington. Junior Porters: William S. Harris, Darling Harbor; Ernest A. Holcombe, Colin McIven, Sydney; John C. Smith, William John Hill, June; Herbert L. Parker, Emu Plains; Arthur Lawrence, Dubbo. Porters: William Andrew Clenden, Hurstville; James D. Miller, Sydney; Ernest Clude Lewis, Eskbank; Walter Jones, Bathurst; Frank Talbot, Franrig. Signaller: John P. Jones, Harden. Night Officers: William Emanuel, Hawkesbury River.

DECEASED. Traffic Branch.—Harold P. Hall, Hawkesbury River. Locomotive Branch.—Driver: William Smith, Eveleigh.

REMOVALS. Signalling Branch.—Blacksmith: Thomas Deary, Sydney. Shop Boy: Thomas O'Keefe, Sydney. Signal Fitter: Stanley Patterson, June. Works Manager: Charles Wilkin, Sydney.

Stores Branch.—Sheet Dresser: Walter F. Dobbs, Eveleigh. Estates Branch.—Surveyor: Victor G. Rush, Sydney. House Attendant: Sarah Cant, Yass. General: Best Houses.—Rest Junction.

Traffic Branch.—Shunters to Guards: Frederick H. Butfield, Flemington to Sylvania; Herbert J. Gifford, Cleary Yards to Harden; James W. Dries, Clyde Yards to June; Wilfred R. Saeffer, Sydney; Oswald H. Rooks, June; William Burrows, Darling Harbor to Cowra.

RESIGNED OR LEFT THE SERVICE. Locomotive Branch.—Fitter: George Middlehurst, Eveleigh. Turner: Charles Gardner, Eveleigh. Machinist: John Stubbs, Eveleigh. Crane Attendant: Herbert Woodhouse, Eveleigh. Porter: Alfred Edwin Goodwin, Goulburn; John Atkins, Harden. Fitters' Laborer: William Murrin, Harden. Fuelmen: William Sorrenson, June; C. Charles Jenkins, Norman Pound, Ballhurst. Call Boy: Roy Belling, Pictou. Apprentices: Leo Dunne, William Sands, Eveleigh. Shop Boy: William Knott, Eveleigh.

Permanent Way Branch.—Ganger: Thomas P. Quinn, Bathurst-Dubbo. Fitters: George Chapman, Emu Plains-Raglan; James Heap, June-Albury; Lance D. Wason, Joseph W. Mahony, Dubbo-Nyngan; Alfred T. Lehmann, Nyngan-Bourke; Frederick W. Mudge, Parkes-Coolah. Tarpaver: John Taylor, Rockwood.

Platform Attendants: E. Thurling, Millmington. Junior Porters: William S. Harris, Darling Harbor; Ernest A. Holcombe, Colin McIven, Sydney; John C. Smith, William John Hill, June; Herbert L. Parker, Emu Plains; Arthur Lawrence, Dubbo. Porters: William Andrew Clenden, Hurstville; James D. Miller, Sydney; Ernest Clude Lewis, Eskbank; Walter Jones, Bathurst; Frank Talbot, Franrig. Signaller: John P. Jones, Harden. Night Officers: William Emanuel, Hawkesbury River.

DECEASED. Traffic Branch.—Harold P. Hall, Hawkesbury River. Locomotive Branch.—Driver: William Smith, Eveleigh.

REMOVALS. Signalling Branch.—Blacksmith: Thomas Deary, Sydney. Shop Boy: Thomas O'Keefe, Sydney. Signal Fitter: Stanley Patterson, June. Works Manager: Charles Wilkin, Sydney.

Stores Branch.—Sheet Dresser: Walter F. Dobbs, Eveleigh. Estates Branch.—Surveyor: Victor G. Rush, Sydney. House Attendant: Sarah Cant, Yass. General: Best Houses.—Rest Junction.

Traffic Branch.—Shunters to Guards: Frederick H. Butfield, Flemington to Sylvania; Herbert J. Gifford, Cleary Yards to Harden; James W. Dries, Clyde Yards to June; Wilfred R. Saeffer, Sydney; Oswald H. Rooks, June; William Burrows, Darling Harbor to Cowra.

RESIGNED OR LEFT THE SERVICE. Locomotive Branch.—Fitter: George Middlehurst, Eveleigh. Turner: Charles Gardner, Eveleigh. Machinist: John Stubbs, Eveleigh. Crane Attendant: Herbert Woodhouse, Eveleigh. Porter: Alfred Edwin Goodwin, Goulburn; John Atkins, Harden. Fitters' Laborer: William Murrin, Harden. Fuelmen: William Sorrenson, June; C. Charles Jenkins, Norman Pound, Ballhurst. Call Boy: Roy Belling, Pictou. Apprentices: Leo Dunne, William Sands, Eveleigh. Shop Boy: William Knott, Eveleigh.

Permanent Way Branch.—Ganger: Thomas P. Quinn, Bathurst-Dubbo. Fitters: George Chapman, Emu Plains-Raglan; James Heap, June-Albury; Lance D. Wason, Joseph W. Mahony, Dubbo-Nyngan; Alfred T. Lehmann, Nyngan-Bourke; Frederick W. Mudge, Parkes-Coolah. Tarpaver: John Taylor, Rockwood.

Platform Attendants: E. Thurling, Millmington. Junior Porters: William S. Harris, Darling Harbor; Ernest A. Holcombe, Colin McIven, Sydney; John C. Smith, William John Hill, June; Herbert L. Parker, Emu Plains; Arthur Lawrence, Dubbo. Porters: William Andrew Clenden, Hurstville; James D. Miller, Sydney; Ernest Clude Lewis, Eskbank; Walter Jones, Bathurst; Frank Talbot, Franrig. Signaller: John P. Jones, Harden. Night Officers: William Emanuel, Hawkesbury River.

DECEASED. Traffic Branch.—Harold P. Hall, Hawkesbury River. Locomotive Branch.—Driver: William Smith, Eveleigh.

REMOVALS. Signalling Branch.—Blacksmith: Thomas Deary, Sydney. Shop Boy: Thomas O'Keefe, Sydney. Signal Fitter: Stanley Patterson, June. Works Manager: Charles Wilkin, Sydney.

Stores Branch.—Sheet Dresser: Walter F. Dobbs, Eveleigh. Estates Branch.—Surveyor: Victor G. Rush, Sydney. House Attendant: Sarah Cant, Yass. General: Best Houses.—Rest Junction.

Traffic Branch.—Shunters to Guards: Frederick H. Butfield, Flemington to Sylvania; Herbert J. Gifford, Cleary Yards to Harden; James W. Dries, Clyde Yards to June; Wilfred R. Saeffer, Sydney; Oswald H. Rooks, June; William Burrows, Darling Harbor to Cowra.

RESIGNED OR LEFT THE SERVICE. Locomotive Branch.—Fitter: George Middlehurst, Eveleigh. Turner: Charles Gardner, Eveleigh. Machinist: John Stubbs, Eveleigh. Crane Attendant: Herbert Woodhouse, Eveleigh. Porter: Alfred Edwin Goodwin, Goulburn; John Atkins, Harden. Fitters' Laborer: William Murrin, Harden. Fuelmen: William Sorrenson, June; C. Charles Jenkins, Norman Pound, Ballhurst. Call Boy: Roy Belling, Pictou. Apprentices: Leo Dunne, William Sands, Eveleigh. Shop Boy: William Knott, Eveleigh.

Permanent Way Branch.—Ganger: Thomas P. Quinn, Bathurst-Dubbo. Fitters: George Chapman, Emu Plains-Raglan; James Heap, June-Albury; Lance D. Wason, Joseph W. Mahony, Dubbo-Nyngan; Alfred T. Lehmann, Nyngan-Bourke; Frederick W. Mudge, Parkes-Coolah. Tarpaver: John Taylor, Rockwood.

Platform Attendants: E. Thurling, Millmington. Junior Porters: William S. Harris, Darling Harbor; Ernest A. Holcombe, Colin McIven, Sydney; John C. Smith, William John Hill, June; Herbert L. Parker, Emu Plains; Arthur Lawrence, Dubbo. Porters: William Andrew Clenden, Hurstville; James D. Miller, Sydney; Ernest Clude Lewis, Eskbank; Walter Jones, Bathurst; Frank Talbot, Franrig. Signaller: John P. Jones, Harden. Night Officers: William Emanuel, Hawkesbury River.

DECEASED. Traffic Branch.—Harold P. Hall, Hawkesbury River. Locomotive Branch.—Driver: William Smith, Eveleigh.

REMOVALS. Signalling Branch.—Blacksmith: Thomas Deary, Sydney. Shop Boy: Thomas O'Keefe, Sydney. Signal Fitter: Stanley Patterson, June. Works Manager: Charles Wilkin, Sydney.

Stores Branch.—Sheet Dresser: Walter F. Dobbs, Eveleigh. Estates Branch.—Surveyor: Victor G. Rush, Sydney. House Attendant: Sarah Cant, Yass. General: Best Houses.—Rest Junction.

Bathurst. Porter to Signaller: A. A. Hodges, Darling Harbor to Harold M. J. Nassop, Boronia North; Albert B. Clarke, Boronia South; Leslie S. F. Iron, Sydney Relief to Katoomba; Edward C. Howard, Goulburn. Porter to Assistant Guard: Charles F. Baker, Sydney; Hugo Schreiner, Wassa.

RESIGNED OR LEFT THE SERVICE. Locomotive Branch.—Fitter: George Middlehurst, Eveleigh. Turner: Charles Gardner, Eveleigh. Machinist: John Stubbs, Eveleigh. Crane Attendant: Herbert Woodhouse, Eveleigh. Porter: Alfred Edwin Goodwin, Goulburn; John Atkins, Harden. Fitters' Laborer: William Murrin, Harden. Fuelmen: William Sorrenson, June; C. Charles Jenkins, Norman Pound, Ballhurst. Call Boy: Roy Belling, Pictou. Apprentices: Leo Dunne, William Sands, Eveleigh. Shop Boy: William Knott, Eveleigh.

Permanent Way Branch.—Ganger: Thomas P. Quinn, Bathurst-Dubbo. Fitters: George Chapman, Emu Plains-Raglan; James Heap, June-Albury; Lance D. Wason, Joseph W. Mahony, Dubbo-Nyngan; Alfred T. Lehmann, Nyngan-Bourke; Frederick W. Mudge, Parkes-Coolah. Tarpaver: John Taylor, Rockwood.

Platform Attendants: E. Thurling, Millmington. Junior Porters: William S. Harris, Darling Harbor; Ernest A. Holcombe, Colin McIven, Sydney; John C. Smith, William John Hill, June; Herbert L. Parker, Emu Plains; Arthur Lawrence, Dubbo. Porters: William Andrew Clenden, Hurstville; James D. Miller, Sydney; Ernest Clude Lewis, Eskbank; Walter Jones, Bathurst; Frank Talbot, Franrig. Signaller: John P. Jones, Harden. Night Officers: William Emanuel, Hawkesbury River.

DECEASED. Traffic Branch.—Harold P. Hall, Hawkesbury River. Locomotive Branch.—Driver: William Smith, Eveleigh.

REMOVALS. Signalling Branch.—Blacksmith: Thomas Deary, Sydney. Shop Boy: Thomas O'Keefe, Sydney. Signal Fitter: Stanley Patterson, June. Works Manager: Charles Wilkin, Sydney.

Stores Branch.—Sheet Dresser: Walter F. Dobbs, Eveleigh. Estates Branch.—Surveyor: Victor G. Rush, Sydney. House Attendant: Sarah Cant, Yass. General: Best Houses.—Rest Junction.

Traffic Branch.—Shunters to Guards: Frederick H. Butfield, Flemington to Sylvania; Herbert J. Gifford, Cleary Yards to Harden; James W. Dries, Clyde Yards to June; Wilfred R. Saeffer, Sydney; Oswald H. Rooks, June; William Burrows, Darling Harbor to Cowra.

RESIGNED OR LEFT THE SERVICE. Locomotive Branch.—Fitter: George Middlehurst, Eveleigh. Turner: Charles Gardner, Eveleigh. Machinist: John Stubbs, Eveleigh. Crane Attendant: Herbert Woodhouse, Eveleigh. Porter: Alfred Edwin Goodwin, Goulburn; John Atkins, Harden. Fitters' Laborer: William Murrin, Harden. Fuelmen: William Sorrenson, June; C. Charles Jenkins, Norman Pound, Ballhurst. Call Boy: Roy Belling, Pictou. Apprentices: Leo Dunne, William Sands, Eveleigh. Shop Boy: William Knott, Eveleigh.

Permanent Way Branch.—Ganger: Thomas P. Quinn, Bathurst-Dubbo. Fitters: George Chapman, Emu Plains-Raglan; James Heap, June-Albury; Lance D. Wason, Joseph W. Mahony, Dubbo-Nyngan; Alfred T. Lehmann, Nyngan-Bourke; Frederick W. Mudge, Parkes-Coolah. Tarpaver: John Taylor, Rockwood.

Platform Attendants: E. Thurling, Millmington. Junior Porters: William S. Harris, Darling Harbor; Ernest A. Holcombe, Colin McIven, Sydney; John C. Smith, William John Hill, June; Herbert L. Parker, Emu Plains; Arthur Lawrence, Dubbo. Porters: William Andrew Clenden, Hurstville; James D. Miller, Sydney; Ernest Clude Lewis, Eskbank; Walter Jones, Bathurst; Frank Talbot, Franrig. Signaller: John P. Jones, Harden. Night Officers: William Emanuel, Hawkesbury River.

DECEASED. Traffic Branch.—Harold P. Hall, Hawkesbury River. Locomotive Branch.—Driver: William Smith, Eveleigh.

REMOVALS. Signalling Branch.—Blacksmith: Thomas Deary, Sydney. Shop Boy: Thomas O'Keefe, Sydney. Signal Fitter: Stanley Patterson, June. Works Manager: Charles Wilkin, Sydney.

Stores Branch.—Sheet Dresser: Walter F. Dobbs, Eveleigh. Estates Branch.—Surveyor: Victor G. Rush, Sydney. House Attendant: Sarah Cant, Yass. General: Best Houses.—Rest Junction.

Traffic Branch.—Shunters to Guards: Frederick H. Butfield, Flemington to Sylvania; Herbert J. Gifford, Cleary Yards to Harden; James W. Dries, Clyde Yards to June; Wilfred R. Saeffer, Sydney; Oswald H. Rooks, June; William Burrows, Darling Harbor to Cowra.

RESIGNED OR LEFT THE SERVICE. Locomotive Branch.—Fitter: George Middlehurst, Eveleigh. Turner: Charles Gardner, Eveleigh. Machinist: John Stubbs, Eveleigh. Crane Attendant: Herbert Woodhouse, Eveleigh. Porter: Alfred Edwin Goodwin, Goulburn; John Atkins, Harden. Fitters' Laborer: William Murrin, Harden. Fuelmen: William Sorrenson, June; C. Charles Jenkins, Norman Pound, Ballhurst. Call Boy: Roy Belling, Pictou. Apprentices: Leo Dunne, William Sands, Eveleigh. Shop Boy: William Knott, Eveleigh.

Permanent Way Branch.—Ganger: Thomas P. Quinn, Bathurst-Dubbo. Fitters: George Chapman, Emu Plains-Raglan; James Heap, June-Albury; Lance D. Wason, Joseph W. Mahony, Dubbo-Nyngan; Alfred T. Lehmann, Nyngan-Bourke; Frederick W. Mudge, Parkes-Coolah. Tarpaver: John Taylor, Rockwood.

Platform Attendants: E. Thurling, Millmington. Junior Porters: William S. Harris, Darling Harbor; Ernest A. Holcombe, Colin McIven, Sydney; John C. Smith, William John Hill, June; Herbert L. Parker, Emu Plains; Arthur Lawrence, Dubbo. Porters: William Andrew Clenden, Hurstville; James D. Miller, Sydney; Ernest Clude Lewis, Eskbank; Walter Jones, Bathurst; Frank Talbot, Franrig. Signaller: John P. Jones, Harden. Night Officers: William Emanuel, Hawkesbury River.

DECEASED. Traffic Branch.—Harold P. Hall, Hawkesbury River. Locomotive Branch.—Driver: William Smith, Eveleigh.

REMOVALS. Signalling Branch.—Blacksmith: Thomas Deary, Sydney. Shop Boy: Thomas O'Keefe, Sydney. Signal Fitter: Stanley Patterson, June. Works Manager: Charles Wilkin, Sydney.

Stores Branch.—Sheet Dresser: Walter F. Dobbs, Eveleigh. Estates Branch.—Surveyor: Victor G. Rush, Sydney. House Attendant: Sarah Cant, Yass. General: Best Houses.—Rest Junction.

Traffic Branch.—Shunters to Guards: Frederick H. Butfield, Flemington to Sylvania; Herbert J. Gifford, Cleary Yards to Harden; James W. Dries, Clyde Yards to June; Wilfred R. Saeffer, Sydney; Oswald H. Rooks, June; William Burrows, Darling Harbor to Cowra.

RESIGNED OR LEFT THE SERVICE. Locomotive Branch.—Fitter: George Middlehurst, Eveleigh. Turner: Charles Gardner, Eveleigh. Machinist: John Stubbs, Eveleigh. Crane Attendant: Herbert Woodhouse, Eveleigh. Porter: Alfred Edwin Goodwin, Goulburn; John Atkins, Harden. Fitters' Laborer: William Murrin, Harden. Fuelmen: William Sorrenson, June; C. Charles Jenkins, Norman Pound, Ballhurst. Call Boy: Roy Belling, Pictou. Apprentices: Leo Dunne, William Sands, Eveleigh. Shop Boy: William Knott, Eveleigh.

Permanent Way Branch.—Ganger: Thomas P. Quinn, Bathurst-Dubbo. Fitters: George Chapman, Emu Plains-Raglan; James Heap, June-Albury; Lance D. Wason, Joseph W. Mahony, Dubbo-Nyngan; Alfred T. Lehmann, Nyngan-Bourke; Frederick W. Mudge, Parkes-Coolah. Tarpaver: John Taylor, Rockwood.

Platform Attendants: E. Thurling, Millmington. Junior Porters: William S. Harris, Darling Harbor; Ernest A. Holcombe, Colin McIven, Sydney; John C. Smith, William John Hill, June; Herbert L. Parker, Emu Plains; Arthur Lawrence, Dubbo. Porters: William Andrew Clenden, Hurstville; James D. Miller, Sydney; Ernest Clude Lewis,

Thursday, February 5, 1914.

CANTERBURY SATURDAY

Albert Maher (Member City Tattersalls Club)

WILL BE LAYING ABSOLUTELY THE LONGEST ODDS IN THE LEGER. PROMPT PAYMENT AND FAIR DEALING.

ASSOCIATED RACING CLUBS PONY RACES.

NEXT MEETINGS: 1914. Kensington - Sat., Feb. 7 Victoria Park - Wed., Feb. 11 Rosebery - Sat., Feb. 14

J UNDERHILL, Sec Phone 2087, 11 Elizabeth Street

LEARN TO HYPNOTISE.

INSTRUCTION FREE!! You can become a Hypnotist in a few hours time without leaving your home...

PROF. R. H. BARRADEN, Pitt-street, Sydney, N.S.W.

A. LAWSON Photo-Process Etcetera and Engraver

Photo. Lithograph, Electrotype and Stereotype. VICTORIA ARCADE, SYDNEY Phone: 3223.

An English Made Safety Razor, 3/6

No complicated parts to get out of order. With exception of blade, it is made in one section, and is self-locking...

WILSON BROS., COCAUBARRA-ROAD, WAHROONGA.

When in doubt about YOUR HAT TRY PRIDDY

424 GEORGE STREET, and 275 PITT STREET.

Krusid's Fluid Magnesia

The Popular Remedy for ACIDITY, BILIOUSNESS, and INDIGESTION.

The Great White City THE MECCA OF THE MERRYMAKER

THE GREAT CALVEY THE GREAT CALVEY THE GREAT CALVEY

The Worker Bicycle, £8 10s.

T. W. HENDERSON, Carriage and Motor Works, 40 & 42 PARK STREET, SYDNEY.

UNITED INSURANCE CO., LTD.

Head Office, Corner George and Hunter Streets, Sydney. For FIRE, MARINE, ACCIDENT, and other CLASSES OF INSURANCE

Victoria Park Racing Club. WEDNESDAY, FEBRUARY 11, 1914.

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

BAKER'S STADIUM, Sole Direction MR. R. L. BAKER.

MIDDLEWEIGHT CHAMPIONSHIP OF THE WORLD. EDDIE MCGOORTY v. PAT BRADLEY

THE TURF.

NOTES AND SELECTIONS BY "MUSKET."

There will be races at Kensington on Saturday.

A race meeting will be held at Canterbury Park on Saturday. First event is timed to start at 2 p.m.

Androsia, who is engaged in the Newmarket Handicap and Australian Cup, ran a good race in the Sandown Park Plate on Saturday.

The ex-Sydney rider G. Hook rode a couple of winners at the Q.T.C. races on Saturday.

During the running of the 14.0 Handicap at Victoria Park on Saturday last, Queenie Sonet, Lady Fairy, My Delight, Snipfield and Morven Lass fell.

Sea Prince and Coradie were the favorite picks in the Australian Cup when books opened out on the Newmarket and Cup double. Athenic is one of the favorites in the big sprint.

The imported stallion Murelio was sold last week at auction for 1000 guineas.

Black and Gold, a well-known Sydney performer, finished first in the Springwood Handicap at Goulburn last week, but was disqualified on account of short weight.

Golden Slipper's record for seven furlongs, viz., 1.26 1/4, was equalled by Herringbone at Rosehill on Saturday.

Backers were badly beaten at Rosehill on Saturday, when no less than five outsiders scored.

Belove, Kentloch, and Fortitude left Sydney for Melbourne last night.

The crack sprinter Gigandra is to be turned out for a spell.

Winners at Gosford on Tuesday were:—Brightly, Queen Madge, Wild West, Gianetta, Haze, and Guncar.

The Australian Trotting Club will bring off a big meeting at Victoria Park on the 16th April. The principal event to be decided is a £1000 trot over 1 1/2 miles.

ROSEHILL.

Winters, S.P., Riders, Post Positions. Herringbone, 10 to 1 (McDuck), 3.

Valior, 10 to 1 (Walker) 11. Wyadra, 14 to 1 (McLaughlan), 22.

Boomal, 12 to 1 (Wood), 20. Kilmeadon, 10 to 1 (Dorrington), 6.

Oweenee, 6 to 1 (McLaughlan), 12.

There was a fair attendance at Rosehill on Saturday. The day was hot and the going hard. The scratching pen was freely used in the January Stakes, and out of the 25 which were entered only ten faced the starter.

The elect, when betting opened, was Brattle, while Mcweene and The Christian Brother found solid support. Brattle went out at even money, and although odds were laid "on" her at the turn for home, she failed to fill a place. The prize went to Herringbone, who was always handy. The Featherstitch filly won easily from Miceene in record time, viz., 1.26 1/4. Wild West finished fast and just beat Brattle for third money, while The Christian Brother came next.

Punters were again wrong when they sent out Early Hope favorite in the Granville Stakes. The Earlston mare never looked like winning, and at the finish she was a long way behind the place horses. The prize went to Valior, who led all the way and won easily from Virginia, with Miniva a bad third. Comedietta was fourth and Lapsis next.

A big field striped in the Juvenile Stakes, but only two found support. The favorite was Lord Linnet, while Tondoro found backing at 4 to 1. Miss Ceres and Crail were out early, and at the home turn they led from Wyadra. The latter took charge at the distance and managed

Kingfield started favorite at 6 to 4 in the second division, but at the end of the first furlong he was nearly last and a long way from the pacemakers. Yamba led all the way and won easily from Half Moon, with Allan Doonee third and the fast finishing Argonette next.

Malt Glory and Malt Minnie played at cut-throat over the first six furlongs in the Encourage Stakes, and as expected they finished nowhere. The prize went to Alicocton, who won nicely from Eriston, with the favorite, Wangoola, third, and Playtyle fourth.

Native Rose just struggled home in the 14.1 Handicap from Realm, with Sunny Land a good third. The latter led to the half distance. The favorite, Thea Merv, ran badly.

The Rosebery Handicap went to Carlo, who won nicely from Steffin, with Merer third.

Stettin led to the straight.

Sparklets from Sportdom

By "SEARCHLIGHT."

The following team will play for N.S.W. against Tasmania, in a cricket match which commences at the Sydney Cricket Ground to-morrow:—Macartney (capt.), Barbour, Andrews, Davis, Berrie, Scott, Taylor, Massie, Ratcliffe, Moore and Bull.

Young players will have a chance of making a name in the Tasmania v. N.S.W. cricket match. The schoolboy J. M. Taylor will probably play and his batting will be watched with great interest. Recently Taylor accounted for two double centuries, and on both occasions was undefeated.

The ex-Australian champion billiardist, Fred Weiss, defeated Hardy in a game of 750 up at the Gresham Hotel last week. Hardy, who was in receipt of 500 points, went under by 86. Weiss made breaks of 115 and 162.

Playing in a billiard match against T. Aiken last week, W. H. Stevenson made a break of 724.

The West Australian swimmer E. G. Finlay won the 100 yards breast stroke championship of Australia from W. Finney (Vic.) last Saturday.

"Billy" Longworth won another championship race when he got home in the 220 yards Australian Championship on Saturday. Healey finished a fair second.

University registered a big score against Balmalva on Saturday. Farrar hit 117, Toser 98, and Barbour 73. The innings closed when the score stood 4 for 362.

Macartney bowled well in the Gordon v. North Sydney match on Saturday, the great batsman taking 8 for 101.

The Petersham cricketer T. J. E. Andrews batted well for 113 (not out) against Western Suburbs on Saturday.

The Victorian boat Nantilus defeated the N.S.W. flyer Meteor II in the Australasian Speed Championship on Saturday.

Although defeated in the speed championship on Saturday, the N.S.W. boat Meteor put up a record by traversing the final 9 1/2 miles in 16m. 49s.

The American athletes competed in several events at the Victorian Amateur Athletic Association's meeting on Saturday. G. L. Parker won the 40 yards, 75 and 100 yards races, but R. R. Templeton was easily beaten in the 120 yards hurdles by the N.S.W. "rep." J. Fraser.

RIFLE SHOOTING.

THIRD ROUND METROP. GRADE MATCHES. TRAMWAYS A DEFEAT WATER AND SEWERAGE BOARD A.

Tramways.—W. Coulter, 27, 32—59; A. Townsend, 29, 30—59; C. Smith, 31, 28—59; P. Denman, 32, 27—59; F. Harman, 28, 26—54; E. Pryor, 29, 21—50; J. Blatch, 32, 15—47; M. Hickey, 18, 23—41. Total, 428.

Water and Sewerage Board.—L. W. Dickson, 35, 32—67; F. A. Gardner, 35, 24—59; J. Simpson, 27, 23—50; J. E. Mason, 31, 18—49; C. Corin, 27, 20—47; H. W. Cook, 27, 20—47; C. E. Russell, 24, 19—43; D. A. Roberts, 20, 19—39. Total, 401.

WESTERN SUBURBS B DEFEAT Western Suburbs.—F. Holt, Jun., 31, 21—62; P. S. Box, 31, 30—61; A. W. Henningham, 25, 30—55; T. Mitchell, 30, 24—54; P. Pedersen, 29, 23—52; H. D. McCredie, 28, 19—47; Cattlin, 27, 18—45; Pettigrew, 12, 28—40. Total off rifle, 416; handicap 180—score 560.

Metropolitan Railways.—W. Garland, 23, 29—52; T. Goldie, 26, 23—49; J. Simpson, 20, 25—46; J. Farthing, 15, 30—45; A. Whitlock, 20, 20—40; F. Roscoe, 12, 23—35; J. Moir, 10, 17—27; B. Caldwell, 7, 18—25. Total off rifle, 319; handicap 210—score 529.

RAILWAY CLUB'S MATCH. A railway rifle match shot on the Orange range was won by Wallerawang, with 479 points. The other scores were: Bathurst 463, Orange 463, officers' team 453.

In a club match, Orange, 763, beat Dubbo 728.

ANTICIPATIONS. CANTERBURY.

FLYING HANDICAP. Relievo or Lady Denman... 1 THREE-YEAR-OLD HANDICAP. Elsie Hart or Korosko... 1

JUMPERS' FLAT RACE. Floating or Gum... 1 PARK STAKES. Vit or Uralsk... 1

CANTERBURY HANDICAP. Haze or Pan Out... 1 WILTHER HANDICAP. Voldon or Hobbie Skirt... 1

I have yet seen. When the lad first came to this country his debut show—namely, against Tom Leary—was such a poor affair that it looked very much as if Jeff's career in Paris would not be a long-lived one. The fellow bucked up, however, in his subsequent contests with Bernard, Frank Mantell, Hogan, and Carpenter, and gave us the impression that he was really the goods. Then comes this night's performance, which was about on a par with his initial one in France, so we are again at a loss to gauge his worth accurately. The first time he met Bernard, Jeff was undoubtedly sick. In spite of that, he managed to beat his man on points after 10 rattling rounds. This result, and his fine boxing against Hogan and Carpenter, gave us to understand that something very exceptional would occur on this night. But, far from being a stormy character, Jeff's effort scarcely came up to even breezy conditions; hence we all wondered. Then something seemed to be holding Bernard pretty passive most of the time, so that the result was anything but a brilliant affair.

This writer knows Bernard as a tough, dangerous man, but a long way from being a top-notch. So what price Dave Smith?

BOXING. (By Patrian.) STADIUM.

To-day, Feb. 5.—Matinee: Jim James v. Reg. McGill (10 rounds, etc.). Saturday, Feb. 7.—Pat Bradley (U.S.A.) v. Eddie McGoorty (U.S.A.), world's middleweight championship.

Saturday, Feb. 14.—Johnny Summers (Eng.) v. Tom McCormick (Eng.), welterweight championship.

Saturday, Feb. 21.—Dave Spith (N.S.W.) v. Jeff Smith (U.S.A.), middleweights.

Saturday, March 7.—Bert McCoy (Vic.) v. Milburn Saylor (U.S.A.), lightweights.

BOXING NOTES.

It seems a funny thing, but in spite of the number of local and imported boxers at present in Sydney there seems to be a fashion for putting one boxer, good or bad, in front of the public and keeping him there. We have had Plecto, McCoy, Stone, Jerome time after time, and now we are threatened with a deluge of Summers.

The McGoorty and Bradley clash is causing all kinds of excitement in pugilistic circles, and it is safe to say that a near record will be created in the way of attendance. Pat's punch and McGoorty's wallop are the prime factors in the movement, and betting is rife as to who will "get there first."

At the present time nice long odds can be obtained about Bradley, and a bob or two invested might prove a profitable speculation. It is hard to make a line on the fight, but Bradley might, and I like his chance.

The following forecast by "Fornam Hatro" (the American fight writer), subsequent to McGoorty's falling out with the National A.C., Milwaukee, owing to his failing to meet the dangerous Jack Dillon, may be of interest to our readers:—"Eddie McGoorty Barred in Wisconsin and New York, and Exits for Australia."

"Eddie McGoorty, Ray Bronson, and Young Saylor have signed a contract for an Australian tour. They are to sail from San Francisco on November 18th. While in the Antipodes they are to meet whatever opponents may be selected by the Australian promoter, Snowy Baker, successor of Hugh D. McIntosh.

"McGoorty might as well go to Australia as stay here, for he has been barred from competition for several months by the State Boxing Commission in Wisconsin, which automatically bars him from New York. Mac has little to fear on any fighter he may meet, judging from the way in which he k.o. Dave Smith, Australia's middleweight champion, here in New York."

Alas! too true.

We don't know much about Jeff Smith beyond what we have heard. Here is something you probably haven't heard or seen, and is supplied by Hurdman Lucas, the Paris correspondent of "Boxing"—

LUNA PARK. Jeff Smith Gets Decision. But Bernard Also Looked for It. Tame Contest.

Smith Boxes Below Form. There were two tremendous surprises on this night. The first was the indifferent boxing of Smith, and then the decision. Apart from that, the contest was distinctly below that which one might have reasonably expected from two such boxers as Jeff Smith (who claims the world's middleweight championship of the world) and Bernard, one of the best French middleweights. The two never seemed to get into a proper stride, and until the last 3rds, when Bernard went very tired, Smith did next to nothing. His left occasionally dabbled Bernard on the eye, and people began to get rather suspicious. I even heard the word "chique" (fake) called out many times, but as this came from the throats of a few gutter rats it cannot be reckoned as voicing a general opinion. Nevertheless, there were moments during this ineffective contest when things were positively horrid, but there may have existed reasons for this.

Al Lippe's Version. Al Lippe's version of his crack colt's bad showing was bad hands. It was perhaps charitable to accept this theory, for something was certainly amiss with Jeff. If not, then he is about the most unreliable boxer

A change-came over the scene with Coffey and Toby together. They defied many bowling changes, and battling solidly passed the first century and the second century. At 201 Coffey was caught by Comber off Sheppard. The partnership had yielded 121 runs. The departing batsman had played a vigorous innings for 80, and had reached the boundary on twelve occasions. His driving was excellent; he had given one chance to Newton off Davis when 66.

Jenkins partnered Toby, and the combination was productive of figures that put the result of the match beyond all doubt. Toby was at length stumped by Grieve. His total of 59 was made by sound cricket. Jenkins at 62 was snapped up by McElhone off Murray. Fusedale, who carried his bat out with 24 to his credit, was the only other scorer of note.

Western Suburbs, 4 for 138, had Petersham, total for 1st innings 192, very much troubled on the previous Saturday's play, but a remarkable recovery in the latter's second innings saved them from losing outright, as was thought most likely.

Western Suburbs' first innings resulted in a total of 304, against 35 by Petersham, Taylor registering 35, Diamond 75, and Prentice 53, each innings being a good one and characterised by briskness. Then Petersham went in again, and at the drawing of stumps had lost only one wicket for 237 runs. Newton and Andrews opened, and by brisk batting sent the total up to 108 before the former gave a catch to Diamond off Frye. Law then took up the partnership with Andrews, and together they advanced the figures to 237 before play was discontinued, Andrews being 113 not out and Law 81 not out. The exhibition of batting was a splendid one.

Andrews gave a couple of chances, but otherwise his century was marked by vigorous but cautious and well sustained play.

With an advantage of only 12 runs in the first innings, and three batsmen out for nil in their second effort, Middle Harbor faced the music in good spirit, and very nearly pulled off a win against Central Cumberland. But for indifferent if not absolutely careless fielding, a very different result might have been recorded. Cranney, who piled up a century and some over for Cumberland, should have been out in his first ten minutes at the wicket. A bad strike gave him an unwarranted chance, with disastrous results to the watersiders.

The local men were expected to win on the first day's play, and especially so when, on the resumption, Anderson knocked the fire out of the bowling and put together a century in great style. Gee, Cooper, Randall, and Bull made up the bulk of the remaining runs.

Central Cumberland, mainly through the agency of Cranney, hit up the necessary 223 in an hour and a half.

Stumps were drawn with the score at 230 for the loss of 5 wickets.

ORGANISATION IN ENGLAND.

Mr. T. Lowth, chief of the organising department of the National Union Railwaymen (England), writes in his report as under:—"It may be of some interest to the membership of the union to learn how matters are progressing, and it is with pleasure that I am able to say a distinct, and I think, unparalleled record has been created during the past few months."

"The fusion of the three railway trades unions has created a healthy lead, which is being followed by the unions in other industries. It has brought into existence a fine spirit of unselfishness in our ranks. Branch officers and members are cultivating splendid activity, and in all the big industrial centres, and even in the remote places and corners of Great Britain new members are being enrolled and new branches being opened to meet their convenience. The competition is being narrowed down, the shelters of evasion of our canvassers are at a most gone, and the men who at one time were thought to be almost hopeless have now thrown in their lot with us and are assisting in the preparatory work for greater things in the future."

"It is only five months since the fusion took practical effect and since the first of April about 66,000 new members have been admitted. Ninety-three new branches have been opened, and twenty others are now in course of negotiation, and will be opened shortly. This rate of progress is far ahead of any thing I could have expected, although I have for 20 years entertained a strong opinion, and expressed my views frequently that the fusion of our unions would be of great benefit to the membership, and would centralise our influence and strength."

DRUIDS' £1,025 ART UNION (Held by permission of the Hon. the Attorney-General.) IN AID OF THE DRUIDS' BENEVOLENT FUND. Drawn Publicly on Saturday, March 28th. Results published on the 29th. NOTE.—On receipt of Stamped Envelopes Result slips will be posted to any part of Australia. Winners' Druids' First Prize, 1913: Thomas R. Downey, 46 Abercrombie Street, Redfern. 150 VALUABLE PRIZES. First Prize: MAGNIFICENT GOLD TIMEPIECE, value 600 sovs. Second Prize: Magnificent Diamond Pendant, value 150 sovs. These prizes specially made by Bro. W. Kerr, George Street, the Leading Jeweller of Sydney, who guarantees their value. TICKETS, 1s.—Admission to Sports or Harbor Excursion, and Chance in Art Union. If you cannot obtain Tickets locally, send direct to A.M. R. A. HARRY, Sec., 715 George Street, Harbord, Sydney. Phone: Central 182.

BARGAINS IN NECKWEAR

Lassetter's Sale



Colony Sunshine Collars—White. Usual Price, 1s. 6d. Sale Price, 11 1/2 each. Pinon Jabot—Paris only. Sale Price, 6d. each.

THE CO-OPERATOR.

PUBLISHED WEEKLY.

TERMS TO SUBSCRIBERS. Within the Commonwealth. (In Advance Only.)

Yearly . . . . . 5/- posted. Half-yearly . . . . . 2/6 posted.

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.

Let all our business in connection with free services to our readers will be conducted in good faith, and the best service and advice given. It must be understood that in 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. Printed and Published by THE CO-OPERATOR LTD., 431a Kent-street, Sydney, N.S.W.

THURSDAY, FEBRUARY 5, 1914.

THE LAST STRAW.

It is always said that the last straw is the one that breaks the camel's back, and if any class of workers in the world has had the last straw put on them it is the workers of South Africa. The extraordinary class tyranny of the Botha Government presents a spectacle which has hardly, if ever before, been equalled. For some considerable time past the railway men of South Africa have had a substantial grievance against the Government in so far that the wages of many sections was absolutely below what would be a living wage in the cheapest country in the world, and would prove to be in South Africa merely a pittance sufficient to keep the recipient alive. Further, every effort has been made and every opportunity taken to displace white workers on the railway system and replace them with the cheap colored labor with which South Africa abounds. Well might the N.S.W. Labor Conference exhort its Government never to lose sight of the fact that we have the policy of a "White Australia," for here we see South Africa over-run with colored people, forming an absolute menace, not only to the lives of the white people but to their industrial well-being as well. The Botha Government were not prepared to give the workers any constitutional means of redressing their grievances, no amount of agitation against the system had any effect, and the men were absolutely forced to strike to endeavor to get the slightest mead of justice. This extraordinary Government, which made a page of outstanding history by resorting to the methods of pre-historic days, tried to prevent the workers from setting justice by arresting, without the slightest cause, and deporting from the country, the chosen leaders of the recent big railway upheaval. They claimed to have found all the plans and preparations necessary for a revolution; indeed they tell us (no doubt through their own press censorship) that they themselves were surprised at the completeness of the preparations. The Australian worker looking at the conditions under which his South African brother labors can nearly imagine the necessity for these deep-laid plans and preparations for such a revolution. The conditions under which the white man works are contrasted with those in this country, and it would create little surprise were such a revolution to occur. In these days, however, of Constitutional remedies it would be useless for the Government to attempt to excuse their illegal and capitalistic action by the alleged discovery of such a plot. They will have to ready-up a more likely tale than "revolution" to try and excuse their dastardly action towards the workers.

Even the Tory press of England very strongly and adversely comments on the Russian methods of the Botha Government. The "Daily Chronicle," in its leader of a few days ago, was especially severe. It described the deportation of the leaders as "a frightful blunder," and said "that the labor world over would be struck by what looked like the dirty work of the remorseless and pitiless capitalists of the Rand." "Deportation without trial was without parallel in British history, and all the actions of the Botha Government since the outbreak of the trouble could only be justified by red revolution, certainly not by an ordinary industrial conflict." The comments of Mr. Justice Westles in giving judgment in the injunction to restrain the Government from the deportation of the leaders was in itself a severe indictment of the methods of the Botha Government. The judge announced that "had the injunction come before him and the evidence produced in court been known before the deportation took place, he would have granted an injunction restraining the Government. The Government was acting illegally if it locked men up and refused them the right of appeal, and the court could stop the Government from using force to commit an illegal act." Could anything be stronger than these two opinions. By the abolition of the ordinary civil rights of the British citizen the Botha Government has struck a blow at the whole scheme of British rights—the vaunted liberty of British subjects wherever the British flag flies, and at the rights secured to us by Magna Charta—which is unparalleled in the history of the British Empire. All sense of civil justice was absolutely blown to pieces when the Botha Government used the military forces of South Africa to force the citizens not only to return to work, but to accept worse conditions of slavery than those they had deserted, and with which they tore the men, against whom nothing should be said, from the bosoms of their families and sent them adrift without any justification (and just the sum of £2 each) to be put ashore in some inhospitable locality. The Botha Government has created many devilish precedents which have altered the whole scheme of British rights; it has successfully outdone the tyrannous methods of such countries as Portugal, Russia, etc. As far as the people of South Africa are concerned the Constitution has gone bung, and there is nothing further that this tyrannous Government can do that will cause surprise. They give the world an assurance that the drastic action will ensure a long period of calm and industrial peace. It will be most surprising if this assertion is supported by fact. We believe that the over-ridden masses of South Africa will come to the surface stronger and stronger, and that the blunder of the tools of the capitalists will cause workers to labor more ardently for liberation from the bondage of monopoly, for justice, and for the fair share of the fruits of their labor and industry. The workers in every part of the world have been up against these kind of tactics, and the strong-handed action of General Botha's Government is only like putting a calico sheet between the fire and the big powder magazine.

AN ENLARGED OUT-LOOK.

POLICY OF "INDUSTRIAL UNIONISM"

An interesting review of the position of the Queensland Labor Federation and the "Worker" appears in the current issue of the Queensland "Worker." The review indicates the strides unionism has made and still continues to make in the sister State. The Federation, which consisted of a number of affiliated unions, held its annual meeting last February (1913), adjourned until the 16th January, and in the meantime a proposal to increase membership contribution to the "Worker" from 3/- to 5/- per annum, sanctioned by the meeting, was placed before the affiliated unions for their consideration. The proposals having been turned down by several of the smaller unions in the Federation, it became necessary to provide some substitute for the Labor Federation in the control of the "Worker." The Federation had done good work in the past, but things having altered, it must give place to other methods of control. The A.W.U. Conference, then sitting, had approved of a scheme for taking over the paper from the Federation, and Mr. Theodore, M.L.A., submitted the new scheme at the adjourned meeting. Under this scheme the "Worker" newspaper became "a proprietary," any unions becoming associated with the proprietary by— a. Subscribing to the funds of the proprietary the sum of 5/- per annum for every financial member. b. Endorsing by specific resolutions the objects of the proprietary. The objects of the proprietary set out, amongst other things— g. By means of "The Worker" newspapers, or other papers that may be established by the proprietary, to advocate and further the principles of industrial unionism . . . and to advocate and expound the principles of the Labor Movement, State and Commonwealth, as defined respectively in the platforms . . . and as adopted and amended from time to time by the Labor-in-Politics Conventions and Conferences. These, with numerous other machinery clauses, were accepted by the meeting, and thus the Queensland "Worker" is launched into a wider sphere of activity with a definite policy of industrial unionism and Labor-in-politics before it. In his report, the secretary, Mr. A. Hinchcliffe, M.L.C., says:—"For a quarter of a century the A.L.F. has been the centre of industrial operations in this State. It is the medium through which 'The Worker' was established, and has ever since been controlled, as well the agency which formulated and set in motion systematic political organization. From 1889—the year of its inauguration—up to the present moment the Queensland Labor Movement has steadily advanced. Throughout all those years it has never failed, either in industrial or political warfare, to give a good account of itself. Therefore such changes as may be effected in the immediate future are not necessitated by weakness in the A.L.F. method, but by the broader conception of industrial organization which the A.L.F. was created to foster, and which is now manifesting itself everywhere, and nowhere so much as in the Australian Commonwealth." The balance-sheet showed that—"The Worker" and the prospect ahead. With such a widened outlook it is easily to be appreciated what power and influence it will wield on the industrial and the political arena. It is now the advocate of "industrial unionism," recognising, as a speaker at the Meat Trades Conference (which accepted the new scheme) put it, that "craft unions were now in a state of transition. The toiler in sections would soon be a thing of the past." Its duty will now be to educate and organize the workers into a larger union viewpoint, to eliminate the overlapping and waste of energy which is now so apparent in the movement in all the States, and to lead the workers towards the remedying of their troubles by the constitutional method of securing control of the State and Federal Legislatures. This is certainly an objective worth while, and the Queensland "Worker" can be expected to wield a still greater influence amongst the workers of the Northern State in the direction indicated.

NO BRANCH MEETINGS.

This week's mail has been remarkable in so far that absolutely no branch reports have come to hand. It is rare that we have not a good many reports, and expect to see them all roll in for next issue. Will branch secretaries please note?

SUPERANNUATION BOARD.

A meeting was held on Friday, 22nd instant, in the Board room at the Chief Commissioner's Office. 17 officers over 60 years of age, and 8 officers under 60 years of age were approved for pensions, making 258 \$to date. It was reported that 93 pensioners had died. Nine officers under 60 years of age, with over 10 years' service, were approved for pensions. A gratuity was granted to an officer retired owing to ill-health after service for less than 10 years. Gratuities were approved to the representatives of three officers who were fatally injured in the course of duty. Refunds of deductions, with interest, were granted to the representative of 9 deceased officers; refunds of deductions were granted to four officers who resigned after 15 years' service. 43 officers dismissed for misconduct were considered for refunds—in 33 cases refunds were allowed in ten cases disallowed. The next meeting will be held on the 20th February.

PROGRESS REPORT FOR THE THREE MONTHS ENDED DECEMBER, 31, 1913.

During the three months ended December 31, 1913, the Board authorised 64 pensions, amounting to £4561/6/ per annum, to retired officers over 60 years of age. Ten (10) pensions amounting to £541/12/ per annum, were allowed to officers under 60 years of age retired through infirmity of body or mind. The total pensions authorised during the quarter was 74, amounting to £5102/18/. Gratuities, amounting to £197/7/5, were granted to four (4) retired officers who had less than ten years' service; and gratuities amounting to £856/2/10, were granted on account of eight officers incapacitated through bodily injuries received in the course of duty. Fourteen (14) refunds of deductions, amounting to £95/16/8, were allowed to the widows or personal representatives of officers who died whilst in the service; six (6) refunds amounting to £37/9/2 to officers who resigned after service for fifteen years or longer; and 74 refunds, amounting to £170/7/7 to officers who were dismissed for misconduct. The number of contributors at the end of December, 1913, was 25,515 and the balance to the credit of the fund £51,270/2/7, to which should be added an amount of £8622/11/8 for life insurance premiums, making the total assets £59,892/14/3. The total number of pensioners was 903, and the aggregate pensions £59,220/10/ per annum; 713 being over 60 years of age with pensions amounting to £49,183/16/ per annum, and 190 under 60 with pensions amounting to £10,036/14/ per annum. Of the total number, 88 pensioners died, whose pensions amounted to £5376/15/ per annum, leaving 815 pensions in force, totalling £53,843/15/ per annum.

THE VALUE OF UNIONISM.

That unionism has a solid intrinsic value has long been recognised by all those who are not too stupid to think. A report by the United States Statistical Department gives a striking proof of this. The report deals with the changes which have taken place in the wage and in the work-time in a number of trades during the years 1907-1912. As is pointed out by the statistician in this report, the work of the trade unions has resulted in wages being increased in 40 selected trades in 39 important industrial centres, and the work-time reduced. Especially conspicuous are the successes won by the bakers. The wage increase for the chief journeymen was 23 per cent., and for the second journeymen 26.6 per cent.; for the third journeymen 40.7 per cent.; and the work-time was shortened 17.7 per cent., 6.6 per cent., and 10.1 per cent., respectively. A comparison of wages paid on the 15th of May, 1907, and on the 15th of May, 1912, shows the following improvements: Printers' assistants, 22.6 per cent.; printers, 21 per cent.; cement workers, 17.5 per cent.; cement workers' laborers, 16.2 per cent.; painters, 12.6 per cent.; plumbers, 12.9 per cent.; electricians, 13.1 per cent.; their assistants 15.1 per cent.; blacksmiths, 16.5 per cent.; boiler-makers, 16.5 per cent.; bookbinders, 16.8 per cent.; moulders, 12.8 per cent.; typesetters, 14.8 per cent.; carpenters, 11.1 per cent.; masons' laborers, 17.5 per cent.; structural ironworkers, 11.1 per cent.; machinists, 9.8 per cent.; bricklayers, 5.5 per cent.

Who says that unionism does not pay?

THE VICTIMISED SIX.

As we go to press we notice that the new Minister for Railways has already interested himself in the question of the six victims of the Darling Harbor strike. A communication has been received stating that if these men will renew their applications to the department they will have favorable consideration. Head Office is in touch with the men on the matter.

NATIONAL INSURANCE V. NATIONALISATION OF MEDICINE.

(By "Medico.")

The Labor Conference now sitting in Sydney has undoubtedly some questions of public import to deal with, and in the endeavor to find an effective remedy for some of the disabilities which the great masses labor under undoubtedly render the community an invaluable service. The recent trouble between the medical fraternity and the Friendly Societies is no doubt responsible for the desire of several branches of the Labor movement to add new planks to the fighting platform of the party to provide for "Workmen's Insurance," "National Insurance," and "State Insurance," etc. It will be remembered that the Cook Government announced a scheme to deal with this question. Prolonged thought on the Cook Government's scheme for national insurance against sickness and unemployment on the contributory basis has convinced me that it would be better in every way to establish forthwith a comprehensive national medical service. I am somewhat loth to make this admission, as I am what I suppose you would call a Conservative, and I am averse from the principle of nationalisation. However, since all the political parties now seem to agree that the State should concern itself in the great problems of public health and social reform, it is time for men of my kidney to lay aside prejudices and collaborate (if possible) to influence foreshadowed legislation in the right direction.

The most vital defect of the Cook scheme of contributory sickness insurance is that it makes provision only for a section of the population, the majority of whom are already in a condition to help themselves, and are actually in possession of more or less adequate agencies (clubs and friendly societies) for securing medical benefits when afflicted with disease. Not much consideration is needed to prove my statement. Obviously those who are to benefit from the Cook scheme must belong to the insurable class; that is to say, workers whose wages and conditions of employment enable them to pay the necessary insurance premiums. As these workers are at present fairly adequately catered for by the friendly societies it follows that the Government proposes to deprive the friendly societies of the right to administer medical benefits, and intends pro tanto to supersede and stand in the place of the societies. The members will be advantaged by the fact that the sick benefits which they now pay for exclusively out of their own pockets will be provided partially at the cost of employers and partially at the cost of the State. The insurable class, to be brief, is to be given an enormous measure of pecuniary assistance which it has not demanded and does not need. In a word, "the fattest pig is to be greased." And what of the un-insurable class?

Does the Government cherish the delusion that we have not an un-insurable class in Australia? If so, it makes a terrible mistake. The advent of every winter proves that there are many thousands of citizens in our midst who merit this description. Our un-insurable class embraces practically the whole of the population whose occupations are of a temporary or seasonal character; all our casual and unskilled workers who risk the loss of their employment in the oscillations and vicissitudes of trade; the whole of the unemployable and decrepit section, and all persons afflicted with chronic or incurable diseases. These are the people who most frequently stand in need of financial support and medical treatment; and they are nearly always unable to help themselves. They lean upon our charities; they fill our hospitals. What does the National Insurance scheme propose to do for them? The answer is—Virtually nothing. It will assist a few of them, perhaps, but the vast majority will be left untouched. There is no escape from this conclusion because the scheme is a contributory scheme, and therefore only those who can afford to contribute to it can expect to be benefited by it. This self-evident fact sufficiently demonstrates that the Cook scheme is a scheme of national insurance against sickness in name only, for it does not provide for all the nation. Most unhappily, the class for which it does not provide is the very class for whom it is absolutely the most necessary to provide, if the public health is to be protected and improved—the vital reason, as I take it, of the sickness insurance scheme.

It is a truth known to every medical practitioner that nearly all the diseases which afflict a community originate among the poorer sections of the poorer sections of the working population—the un-insurables. Infectious diseases are dirt diseases, and dirt is the inevitable concomitant of poverty. "Filth and filth infection cause nine-tenths of the preventable deaths occurring before the age of 65," says Professor Benjamin Moore; and he is right; the un-insurable citizen is a constant menace to the public health. All the infectious ailments that originate with him are carried up by casual contacts in a hundred ways—by contacts made

in the streets, in public buildings, and through food and clothing. It is a Median social law, did we but know it, that we cannot be a healthy citizen as long as our poor brethren are afflicted. Medical science knows this law, and that is why it laughs at all efforts to ameliorate society which does not take into account the purification of the poor—clean, and do not found all projects of social reform on the eradication of disease instead of on its own treatment. It is no exaggeration to say that our present methods of combating disease are medieval in their fertility and ignorance; and my chief quarrel with the Cook scheme is that it does not reform our antiquated methods in the least. It presumes to do so, but the presumption is a pretence. We have thousands of doctors in Australia. They labor loyally, but their labor is misdirected, and almost wasted as far as the health of the people is concerned. It is because all our efforts are applied to tinkering up diseased individuals after the individuals have fallen into ill-health. Doctors are in numbers an army, but in practice an undisciplined mob. If the State really desires to make Australia a healthy country, let it introduce a real reform, not a simulacrum. Let it organize the medical profession into an army of health and public safety against disease—an army that will seek and attack disease at its source and eradicate it in a modern and scientific way. Thereby tens of thousands of lives and millions sterling per annum can be saved. The problem looks gigantic, but it is really very simple. It is merely a question of method, method, and once again method. And the secret of the problem wholly relates to the method of paying doctors. At present the people pay their doctors individually, that is to say, they pay for medical treatment while they are ill. In essence this method is a system of encouraging doctors to countenance disease. The right method is the exact antithesis. The people should pay their doctors collectively; that is to say, pay them for keeping the country immune from disease. The first step is to organize the medical profession into a highly competent army of health, and make every member of the army a State servant paid out of the National Exchequer. The cost to a nation of 5,000,000 souls would amount to about £2,400,000 a year. It is a big sum, but it is all paid now, and more than paid. All that is necessary is to pay it through different channels. Thereby, instead of a mob the nation will possess an army; and lives will be safer and better protected than in the Kingdom of Optimistic Dreams.

Under the new regime medical treatment and a complete freedom of choice of doctors would be the right of all, free to all; and every citizen must accept medical treatment in his own interest and that of education for his child, whether he desires it or not. Ten years of such a preventive system of fighting disease would see nine-tenths of our prevailing disease and destitution (that ugly offspring of disease) disappear; our death rate would sink to the irreducible minimum, and every home in Australia would be clean and bright and prosperous. And what is the objection to the system? Its cost? The notion is rubbishy. My estimate of £2,400,000 a year is a very liberal one. It would permit the establishment of a Health Army of 6000 doctors, or one doctor to about every 800 of our total present population of all ages. No country in the world is better served by private practice than that. In England there are 32,000 doctors all told, or one to every 1400 of the population. Now, my estimate is based on an average annual salary for each doctor of £400 per annum. Taking it that a junior entered at about £200 per annum, this would mean a system rising on ordinary promotions and good service to a maximum of £2000, and a small number of administrative officers at very handsome salaries (ranging from £3000 to £6000) in the most distinguished posts. Does any doctor desire a more magnificent service or a finer opportunity for advancement on merit? And what would it cost the country? The whole expenditure could be raised by taxing the adult population of the Commonwealth a mere 5d. per head per week. Is that a tax to frighten our prosperous citizens? Why, the average man pays more than that at present for the miserable inadequate tinkering treatment he now receives. And a further payment of 3d. per head per week would yield enough to finance the whole of our existing public hospitals, and to provide every district with an up-to-date, highly-equipped receiving hospital and clinic into the bargain. Here, undoubtedly, is the national scheme the Cook Government ought to undertake. If public health is (as all parties declare) a matter for the State, let us have a real thing, not an illusion. Let doctors be paid to prevent people falling ill, not to patch them up when disease has gripped and racks them. Let us have a system that will protect all the nation, not a section of the nation.

SURELY AN OPPORTUNITY

To secure a Smart and Effective Article at usual value

NINE SHILLINGS and ELEVENPENCE

This is an exact representation of the Robe we offer. It is an uncommon design in Pique White Ground with Colored Stripes Sewn in sleeves. Open front The Skirt is 4 gore The colors are Navy, Sky, Green

This Garment is sold in the City at 14/11 OUR OUT PRICE IS 9/11



The State Stores, Ltd.,

Redfern, Waterloo, Botany, Henderson Road, Alexandria Trams stop at the door. REDFERN, SYDNEY. Sydney's Mail Order Specialists.

Personally, as I have said before, I am averse to the idea of nationalisation; but if the State must interfere with the present system of medical practice at all, there is no option left any reasonable man save to insist on the complete nationalisation of medicine. And this much I admit without reserve—if there is any service that ought to be nationalised more than another, it is the medical service. We have nationalised education already, our railways and the post office; and we all agree that the results obtained have justified the means employed. But health is dearer to us than learning, transport or communication, and if, as I believe, it is a thousand times more desirable to nationalise necessities than comforts or convenience, the case for the nationalisation of medicine is unanswerable.

SUCCESSFUL INTERVENTION.

LIFTERS GET INCREASE AND BACK PAY.

Once more has the Amalgamated Association shown what it does for the members. The lifters through the instrumentality of the Association have not only obtained an increase, but back pay also. Some of the correspondence appears below:

October 28, 1913. Mr. E. E. Lucy, Chief Mechanical Engineer, Wilson-street, Redfern.

Dear Sir,— Re Lifters' Pay.

My organisation has directed me to bring under your notice the case of Geo. J. Boustead, H. Blatchford, Richard F. Potter, Christian Donnan, Richard H. Simpson, and others employed as lifters at Clyde Repair Sliding. I am instructed that these men made frequent application to the Department to be paid the same rates as lifters outside the service are paid, viz., 10/8 per day. Finally instructions were given that they be paid these rates as from September 18, 1913.

I am instructed that T. Geeson, through your local officers, mention Robert Reid and others doing lift-lifting in the application that you users' work received an increase to understand that arrangements have 10/8 per day some time ago and also been made between the Association received six months' back pay at the and the Department. Owing to the same rate. The secretary of our necessity for economy, the executive Bathurst branch informs me that it has decided to recommend that back pay has also been granted to conference sit for two days only, the lifters at Bathurst. The Department February 16 and 17, therefore, leave ment having recognised that lifters will be required for these two days are entitled to 10/8 it seems fair to only. ask that all of the men covered should be placed upon exactly the same basis as regards back pay, tickets and also credence. If one man is entitled to it, surely other men doing precisely the same work are also entitled to the same consideration. I shall be glad if you will give this matter early at-

tion with a view of issuing instructions in favor of the men. Yours Faithfully, General Secretary, CLAUDE THOMPSON.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

Chief Mechanical Engineer's Office, Wilson-street, Redfern, January 27, 1914.

Mr. Claude Thompson, General Secretary, R. and T.S. Association, George and Quay streets, Sydney.

Sir,— With reference to mine of November 7 last, concerning the date of payment of 10/8 per day to lifters, I have to advise you that the Chief Commissioner has approved of the payment of that rate to date from 1/7/1913, instead of 18/9/1913, as previously advised. Back money for the lifters concerned will be entered on current pay sheets. Yours truly, (Sgd.) E. E. LUCY, Chief Mechanical Engineer.

23rd. ANNUAL CONFERENCE.

CIRCULAR TO BRANCHES

NEW SOUTH WALES AMALGAMATED RAILWAY AND TRAMWAY SERVICE ASSOCIATION.

January 29, 1914.

Dear Sir,— Re Conference. Herewith I am forwarding clipping from the "Co-Operator" of even date containing all the notices of motion for the consideration of the twenty-third annual conference. Kindly accept this as the agenda paper for the 1914 annual general meeting.

I am making the usual arrangements with the Department for leave and passes for delegates to attend, but as there may be a little delay, the delegates from your branch had better make application at once. I am making the usual arrangements with the Department for leave and passes for delegates to attend, but as there may be a little delay, the delegates from your branch had better make application at once. Faithfully yours, CLAUDE THOMPSON, General Secretary.

BUCHANAN'S BLACK AND WHITE WHISKY

BARGAINS IN NECKWEAR

Lassetter's Sale



Goldene Sunshine Collars - White. Usual Price, 1s. 3d. Sale Price, 11s. each. Garure Sunshine Collars. Usual Price, 1s. 3d. Sale Price, 11s. each. Pinon Jabot - Paris only. Sale Price, 6d. each.

LASSETTER'S - CHEAPSIDE SYDNEY

THE CO-OPERATOR.

PUBLISHED WEEKLY.

TERMS TO SUBSCRIBERS.

Within the Colonies: 6s. 6d. per annum in advance.

(In Advance, Only)

Yearly . . . . . 5/- posted.

Half-yearly . . . . . 2/6 posted.

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 a 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.

Just all our business in connection with free services to our readers will be conducted in good faith, and the best service and advice given. It must be understood that this 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. Printed and Published by THE CO-OPERATOR LTD, 431A Kent-street, Sydney, N.S.W.

THURSDAY, FEBRUARY 5, 1914.

THE LAST STRAW.

It is always said that the last straw is the one that breaks the camel's back, and if any class of workers in the world has had the last straw put on them it is the workers of South Africa. The extraordinary class tyranny of the Botha Government presents a spectacle which has hardly, if ever before, been equalled. For some considerable time past the railway men of South Africa have had a substantial grievance against the Government in so far that the wages of many sections was absolutely below what would be a living wage in the cheapest country in the world, and would prove to be in South Africa merely a pittance sufficient to keep the recipient alive. Further, every effort has been made and every opportunity taken to displace white workers on the railway system and replace them with the cheap colored labor which South Africa abounds. Well might the N.S.W. Labor Conference exhort its Government never to lose sight of the fact that we have the policy of a "White Australia," for here we see South Africa over-run with colored people, forming an absolute menace, not only to the lives of the white people but to their industrial well-being as well. The Botha Government was not prepared to give the workers any constitutional means of redressing their grievances, no amount of agitation against the system had any effect, and the men were absolutely forced to strike to endeavor to get the slightest modicum of justice. This extraordinary Government, which made a page of outstanding history by resorting to the methods of pre-historic days, tried to prevent the workers from getting justice by arresting, without the slightest cause, and deporting from the country, the chosen leaders of the recent big railway upheaval. They claimed to have found all the plans and preparations necessary for a revolution; indeed they tell us (no doubt through their own press censors) that they themselves were surprised at the completeness of the preparations. The Australian worker looking at the conditions under which his South African brother labors can nearly imagine the necessity for these deep-laid plans and preparations for such a revolution. The conditions under which the white man works are contrasted with those in this country, and it would create little surprise were such a revolution to occur. In these days, however, of Constitutional remedies it would be useless for the Government to attempt to excuse their illegal and capitalistic action by the alleged discovery of such a plot. They will have to ready-up a more likely tale than "revolution" to try and excuse their dastardly action towards the workers.

It would be struck by what looked like the dirty work of the remorseless and pitiless capitalists of the Rand. "Deportation without trial was without parallel in British history, and all the actions of the Botha Government since the outbreak of the trouble could only be justified by red revolution, certainly not by an ordinary industrial conflict." The comments of Mr. Justice Westsels in giving judgment in the injunction to restrain the Government from the deportation of the leaders was in itself a severe indictment of the methods of the Botha Government. The judge announced that had the injunction come before him and the evidence produced in court been known before the deportation took place, he would have granted an injunction restraining the Government. The Government was acting illegally if it locked men up and refused them the right of appeal, and the court could stop the Government from using force to commit an illegal act. Could anything be stronger than these two opinions. By the abolition of the ordinary civil rights of the British citizen the Botha Government has struck a blow at the whole scheme of British rights—the vaunted liberty of British subjects wherever the British flag flies, and at the rights secured to us by Magna Charta—which is unparalleled in the history of the British Empire. All sense of civil justice was absolutely blown to pieces when the Botha Government used the military forces of South Africa to force the citizens not only to return to work, but to accept worse conditions of slavery than those they had departed, and with which they tore the men, against whom nothing should be said, from the bosoms of their families and sent them adrift without any justification (and just the sum of £3 each) to be put ashore in some inhospitable locality. The Botha Government has created many devilish precedents which have altered the whole scheme of British rights; it has successfully outdone the tyrannous methods of such countries as Portugal, Russia, etc. As far as the people of South Africa are concerned the Constitution has gone bung, and there is nothing further that this tyrannous Government can do that will cause surprise. They give the world an assurance that the drastic action will ensure a long period of calm and industrial peace. It will be most surprising if this assertion is supported by fact. We believe that the over-ridden masses of South Africa will come to the surface stronger and stronger, and that the blunder of the tools of the capitalists will cause workers to labor more ardently for liberation from the bondage of monopoly, for justice, and for the fair share of the fruits of their labor and industry. The workers in every part of the world have been up against these kind of tactics, and the strong-handed action of General Botha's Government is only like putting a calico sheet between the fire and the big powder magazine.

Even the Tory press of England very strongly and adversely comments on the Russian methods of the Botha Government. The "Daily Chronicle," in its leader of a few days ago, was especially severe. It described the deportation of the leaders as "a frivolous blunder," and said "that the labor world over

AN ENLARGED OUT-LOOK.

POLICY OF "INDUSTRIAL UNIONISM"

An interesting review of the position of the Queensland Labor Federation and the "Worker" appears in the current issue of the Queensland "Worker." The review indicates the strides unionism has made and still continues to make in the sister State. The Federation, which consisted of a number of affiliated unions, held its annual meeting last February (1913), adjourned until the 16th January, and in the meantime a proposal to increase membership contribution to the "Worker" from 3/- to 5/- per annum, sanctioned by the meeting, was placed before the affiliated unions for their consideration. The proposals having been turned down by several of the smaller unions in the Federation, it became necessary to provide some substitute for the Labor Federation in the control of the "Worker." The Federation had done good work in the past, but things having altered, it must give place to other methods of control. The A.W.U. Conference, then sitting, had approved of a scheme for taking over the paper from the Federation, and Mr. Theodore, M.L.A., submitted the new scheme at the adjourned meeting.

Under this scheme the "Worker" newspaper became "a proprietary," any unions becoming associated with the proprietary by— a. Subscribing to the funds of the proprietary the sum of 5/- per annum for every financial member. b. Endorsing by specific resolutions the objects of the proprietary.

The objects of the proprietary set out, amongst other things— g. By means of "The Worker" newspapers, or other papers that may be established by the proprietary, to advocate and further the principles of industrial unionism . . . and to advocate and expound the principles of the Labor Movement, State and Commonwealth, as defined respectively in the platforms . . . and as adopted and amended from time to time by the Labor-in-Politics Conventions and Conferences.

These, with numerous other machinery clauses, were accepted by the meeting, and thus the Queensland "Worker" is launched into a wider sphere of activity with a definite policy of industrial unionism and Labor-in-politics before it. In his report, the secretary, Mr. A. Hinchcliffe, M.L.C., says:—"For a quarter of a century the A.L.F. has been the centre of industrial operations in this State. It is the medium through which 'The Worker' was established, and has ever since been controlled, as well as the agency which formulated and set in motion systematic political organization. From 1889—the year of its inauguration—up to the present moment the Queensland Labor Movement has steadily advanced. Throughout all those years it has never failed, either in industrial or political warfare, to give a good account of itself. Therefore such changes as may be effected in the immediate future are not necessitated by weakness in the A.L.F. method, but by the broader conception of industrial organization which the A.L.F. was created to foster, and which is now manifesting itself everywhere, and nowhere so much as in the Australian Commonwealth."

The balance-sheet showed that—"The total assets of 'The Worker' on the 31st December last, after writing off plant depreciation and bad debts, stood at £18,108 14s. 3d., and the liabilities £4,747 13s. 11d., of which £1800 is due to the A.L.F. It will thus be seen that the assets exceed the liabilities by £13,361. Last year they were £10,950 10s. 6d. Five years ago they were £2,491, so that the assets over liabilities for the five year period have averaged about £2,500 per annum."

This indicated the prosperity of "The Worker" and the prospects ahead. With such a widened outlook it is easily to be appreciated what power and influence it will wield on the industrial and the political arena. It is now the advocate of "industrial unionism," recognizing, as a speaker at the Meat Trades Conference (which accepted the new scheme) put it, that "craft unions were now in a state of transition. The toiler in sections would soon be a thing of the past." Its duty will now be to educate and organize the workers into a larger union viewpoint, to eliminate the overlapping and waste of energy which is now so apparent in the movement in all the States, and to lead the workers towards the remedying of their troubles by the constitutional method of securing control of the State and Federal Legislatures. This is certainly an objective worth while, and the Queensland "Worker" can be expected to wield a still greater influence amongst the workers of the Northern State in the direction indicated.

NO BRANCH MEETINGS.

This week's mail has been remarkable in so far that absolutely no branch reports have come to hand. It is rare that we have not a good many reports, and expect to see them all roll in for next issue. Will branch secretaries please note?

SUPERANNUATION BOARD.

A meeting was held on Friday, 23rd. instant, in the Board room at the Chief Commissioner's Office.

17 officers over 60 years of age, and 8 officers under 60 years of age were approved for pensions, making 258 8s. date. It was reported that 93 pensioners had died.

Nine officers under 60 years of age, with over 10 years' service, retired, owing to ill-health, were approved for pensions. A gratuity was granted to an officer retired owing to ill-health after service for less than 10 years. Gratuities were approved to the representatives of three officers who were fatally injured in the course of duty. Refunds of deductions, with interest, were granted to the representative of 9 deceased officers; refunds of deductions were granted to four officers who resigned after 15 years' service. 43 officers dismissed for misconduct were considered for refunds—in 33 cases refunds were allowed and in ten cases disallowed. The next meeting will be held on the 20th February.

PROGRESS REPORT FOR THE THREE MONTHS ENDED DECEMBER, 31, 1913.

During the three months ended December 31, 1913, the Board authorized 64 pensions, amounting to £4561/6/- per annum, to retired officers over 60 years of age.

Ten (10) pensions amounting to £541/12/- per annum, were allowed to officers under 60 years of age retired through infirmity of body or mind.

The total pensions authorized during the quarter was 74, amounting to £5102/18/-.

Gratuities, amounting to £197/7/5, were granted to four (4) retired officers who had less than ten years' service; and gratuities amounting to £856/2/10, were granted on account of eight officers incapacitated through bodily injuries received in the course of duty.

Fourteen (14) refunds of deductions, amounting to £95/16/8, were allowed to the widows or personal representatives of officers who died whilst in the service; six (6) refunds amounting to £37/9/2 to officers who resigned after service for fifteen years or longer; and 74 refunds, amounting to £170/7/7 to officers who were dismissed for misconduct.

The number of contributors at the end of December, 1913, was 25,515 and the balance to the credit of the fund £51,270/2/7, to which should be added an amount of £8622/11/8 for life insurance premiums, making the total assets £59,892/14/3.

The total number of pensioners was 903, and the aggregate pensions £59,220/10/- per annum; 713 being over 60 years of age with pensions amounting to £49,183/16/- per annum, and 190 under 60 with pensions amounting to £10,036/14/- per annum. Of the total number, 88 pensioners died, whose pensions amounted to £5376/15/- per annum, leaving 815 pensions in force, totaling £53,843/15/- per annum.

THE VALUE OF UNIONISM.

That unionism has a solid intrinsic value has long been recognised by all those who are not too stupid to think. A report by the United States Statistical Department gives a striking proof of this.

The report deals with the changes which have taken place in the wage and in the work-time in a number of trades during the years 1907-1912. As is pointed out by the statistician in this report, the work of the trade unions has resulted in wages being increased in 40 selected trades in 39 important industrial centres, and the work-time reduced. Especially conspicuous are the successes won by the bakers. The wage increase for the chief journeyman was 22 per cent., and for the second journeyman 26.6 per cent.; for the third journeyman 40.7 per cent.; and the work-time was shortened 17.7 per cent., 6.6 per cent., and 10.1 per cent., respectively. A comparison of wages paid on the 15th of May, 1907, and on the 18th of May, 1912, shows the following improvements: Printers' assistants, 22.6 per cent.; printers, 21 per cent.; cement workers, 17.5 per cent.; cement workers' laborers, 16.2 per cent.; painters, 12.6 per cent.; plumbers, 12.9 per cent.; electricians, 13.1 per cent.; their assistants 15.1 per cent.; blacksmiths, 16.5 per cent.; boilermakers, 16.5 per cent.; bookbinders, 16.8 per cent.; moulders, 12.8 per cent.; typesetters, 14.8 per cent.; carpenters, 11.1 per cent.; masons' laborers, 17.5 per cent.; structural ironworkers, 11.1 per cent.; machinists, 9.8 per cent.; bricklayers, 5.5 per cent.

Who says that unionism does not pay? THE VICTIMISED SIX. As we go to press we notice that the new Minister for Railways has already interested himself in the question of the six victims of the Darling Harbor strike. A communication has been received stating that if these men will renew their applications to the department they will have favorable consideration. Head Office is in touch with the men on the matter.

NATIONAL INSURANCE v. NATIONALISATION OF MEDICINE.

(By "Medico.")

The Labor Conference now sitting in Sydney has undoubtedly some questions of public import to deal with, and in the endeavor to find an effective remedy for some of the disabilities which the great masses labor under undoubtedly render the community an invaluable service. The recent trouble between the medical fraternity and the Friendly Societies is no doubt responsible for the desire of several branches of the Labor movement to add new planks to the fighting platform of the party to provide for "Workmen's Insurance," "National Insurance," and "State Insurance," etc. It will be remembered that the Cook Government announced a scheme to deal with this question.

Prolonged thought on the Cook Government's scheme for national insurance against sickness and unemployment on the contributory basis has convinced me that it would be better in every way to establish forthwith a comprehensive national medical service. I am somewhat loth to make this admission, as I am what I suppose you would call a Conservative, and I am averse from the principle of nationalisation. However, since all the political parties now seem to agree that the State should concern itself in the great problems of public health and social reform, it is time for men of my kidney to lay aside prejudices and collaborate (if possible) to influence fresh-headed legislation in the right direction.

The most vital defect of the Cook scheme of contributory sickness insurance is that it makes provision only for a section of the population, the majority of whom are already in a condition to help themselves, and are actually in possession of more or less adequate agencies (clubs and friendly societies) for securing medical benefits when afflicted with disease. Not much consideration is needed to prove my statement. Obviously those who are to benefit the Cook scheme must belong to the insurable class; that is to say, workers whose wages and conditions of employment enable them to pay the necessary insurance premiums. As these workers are at present fairly adequately catered for by the friendly societies it follows that the Government proposes to deprive the friendly societies of the right to administer medical benefits, and intends pro tanto to supersede and stand in the place of the societies. The members will be advantaged by their own pockets will be provided partially at the cost of employers and partially at the cost of the State. The insurable class, to be brief, is to be given an enormous measure of pecuniary assistance which it has not demanded and does not need. In a word, "the fatted pig is to be greased." And what of the un-insurable class?

Does the Government cherish the delusion that we have not an un-insurable class in Australia? If so, it makes a terrible mistake. The advent of every winter proves that there are many thousands of citizens in our midst who merit this description. Our un-insurable class embraces practically the whole of the population whose occupations are of a temporary or seasonal character; all our casual and unskilled workers who risk the loss of their employment in the oscillations and vicissitudes of trade; the whole of the unemployable and decrepit section, and all persons afflicted with chronic or incurable diseases. These are the people who most frequently stand in need of financial support and medical treatment; and they are nearly always unable to help themselves. They lean upon our charities; they fill our hospitals.

What does the National Insurance scheme propose to do for them? The answer is—Virtually nothing. It will assist a few of them, perhaps, but the vast majority will be left untouched. There is no escape from this conclusion because the scheme is a contributory scheme, and therefore only those who can afford to contribute to it can expect to be benefited by it. This self-evident fact sufficiently demonstrates that the Cook scheme is a scheme of national insurance against sickness in name only, for it does not provide for all the nation. Most unhappily, the class for which it does not provide is the very class for whom it is absolutely the most necessary to provide, if the public health is to be protected and improved—the vital reason, as I take it, of the sickness insurance scheme.

It is a truth known to every medical practitioner that nearly all the diseases which afflict a community originate among the poorer sections of the population—the un-insurables. Infectious diseases are dirt diseases, and dirt is the inevitable concomitant of poverty. "Filth and filth infection cause nine-tenths of the preventable deaths occurring before the age of 65," says Professor Benjamin Moore; and he is right; the un-insurable citizen is a constant menace to the public health. All the infectious ailments that originate with him are carried up by casual contacts in a hundred ways—by contacts made

in the streets, in public buildings, and through food and clothing. It is a Median social law, did we but know it, that we cannot be a healthy community as long as our poor brethren are afflicted. Medical science knows this law, and that is why it laughs at all efforts to ameliorate society which does not take into account the purification of the poor unclean, and do not found all projects of social reform on the eradication of disease instead of on its own treatment.

It is no exaggeration to say that our present methods of combating disease are medieval in their faculty and ignorance; and my chief quarrel with the Cook scheme is that it does not reform our antiquated methods in the least. It presumes to do so, but the presumption is a pretence. We have thousands of doctors in Australia. They labor loyally, but their labor is misdirected, and almost wasted as far as the health of the people is concerned. It is because all our efforts are applied to tinkering up diseased individuals after the individuals have fallen into ill-health. Doctors are in numbers an army, but in practice an undisciplined mob. If the State really desires to make Australia a healthy country, let it introduce a real reform, not a simulacrum. Let it organize the medical profession into an army of health and public safety against disease—an army that will seek and attack disease at its source and eradicate it in a modern and scientific way. Thereby tens of thousands of lives and millions sterling per annum can be saved.

The problem looks gigantic, but it is really very simple. It is merely a question of method, method, and once again method. And the secret of the problem wholly relates to the method of paying doctors. At present the people pay their doctors individually, that is to say, they pay for medical treatment while they are ill. In essence this method is a system of encouraging doctors to countenance disease. The right method is the exact antithesis. The people should pay their doctors collectively; that is to say, pay them for keeping the country immune from disease. The first step is to organize the medical profession into a highly competent army of health, and make every member of the army a State servant paid out of the National Exchequer. The cost to a nation of 5,000,000 souls would amount to about £2,400,000 a year. It is a big sum, but it is all paid now, and more than paid. All that is necessary is to pay it through different channels. Thereby, instead of a mob the nation will possess an army; and lives will be safer and better protected than in the Kingdom of Optimistic Dreams.

Under the new regime medical treatment and a complete freedom of choice of doctors would be the right of all, free to all; and every citizen must accept medical treatment in his own interest and that of education for his child, whether he desires it or not. Ten years of such a preventive system of fighting disease would see nine-tenths of our prevailing disease and destitution (that ugly offspring of disease) disappear; our death rate would sink to the irreducible minimum, and every home in Australia would be clean and bright and prosperous. And what is the objection to the system? Its cost? The notion is rubbishy. My estimate of £2,400,000 a year is a very liberal one. It would permit the establishment of a Health Army of 6000 doctors, or one doctor to about every 800 of our total present population of all ages. No country in the world is better served by private practice than that. In England there are 32,000 doctors all told, or one to every 1400 of the population.

Now, my estimate is based on an average annual salary for each doctor of £400 per annum. Taking it that a junior entered at about £200 per annum, this would mean a system rising on ordinary promotions and good service to a maximum of £2000, and a small number of administrative officers at very handsome salaries (ranging from £3000 to £6000) in the most distinguished posts. Does any doctor desire a more magnificent service or a finer opportunity for advancement on merit? And what would it cost the country? The whole expenditure could be raised by taxing the adult population of the Commonwealth a mere 5d. per head per week. Is that a tax to frighten our prosperous citizens? Why, the average man pays more than that at present for the miserable inadequate tinkering treatment he now receives. And a further payment of 3d. per head per week would yield enough to finance the whole of our existing public hospitals, and to provide every district with an up-to-date, highly-equipped receiving hospital and clinic into the bargain.

Here, undoubtedly, is the national scheme the Cook Government ought to undertake. If public health is (as all parties declare) a matter for the State, let us doctors be paid to prevent people falling ill, not to patch them up when disease has gripped and racks them. Let us have a system that will protect all the nation, not a section of the nation,

SURELY AN OPPORTUNITY

To secure a Smart and Effective Article at Half its usual value

NINE SHILLINGS and ELEVENPENCE

This is an exact representation of the Robe we offer. It is an uncommon design in Pique White Ground with Colored Stripes Sewn in sleeves. Open front The Skirt is 4 gore The colors are Navy, Sky, Green

This Garment is sold in the City at 14/11 OUR OUT PRICE

IS 9/11



The State Stores, Ltd.,

Redfern, Waterloo, Botany, Henderson Road Alexandra Trams stop at the door.

REDFERN, SYDNEY.

Sydney's Mail Order Specialists.

Personally, as I have said before, I am averse to the idea of nationalisation; but if the State must interfere with the present system of medical practice at all, there is no option left any reasonable man save to insist on the complete nationalisation of medicine. And this much I admit without reserve—if there is any service that ought to be nationalised more than another, it is the medical service. We have nationalised education already, our railways and the post office; and we all agree that the results obtained have justified the means employed. But health is dearer to us than learning, transport or communication, and if, as I believe, it is a thousand times more desirable to nationalise necessities than comforts or convenience, the case for the nationalisation of medicine is unanswerable.

SUCCESSFUL INTERVENTION.

LIFTERS GET INCREASE AND BACK PAY.

Once more has the Amalgamated Association shown what it does for the members. The lifters through the instrumentality of the Association have not only obtained an increase, but back pay also. Some of the correspondence appears below:

October 28, 1913.

Mr. E. E. Lucy,

Chief Mechanical Engineer,

Wilson-street, Redfern.

Dear Sir,—

Re Lifters' Pay.

My organization has directed me to bring under your notice the case of Geo. J. Boustead, H. Blatchford, Richard F. Potter, Christian Donnan, Richard H. Simpson, and others employed as lifters at Clyde Repair Sidings. I am instructed that these men made frequent application to the Department to be paid the same rates as lifters outside the service are paid, viz., 10/8 per day. Finally instructions were given that they be paid these rates as from September 18, 1913.

I am instructed that T. Geeson, through your local officers, mention Robert Reid and others doing lifting in the application that you un- work received an increase to understand that arrangements have 10/8 per day some time ago and also been made between the Association received six months' back pay at the end of the Department. Owing to the same rate. The secretary of our necessity for economy, the executive Bathurst branch informs me that he has decided to recommend that back pay has also been granted to conference sit for two days only, the lifters at Bathurst. The Depart-February 16 and 17, therefore, leave ment having recognised that lifters will be required for these two days are entitled to 10/8 it seems fair to only. ask that all of the men covered Delegates must produce their should be placed upon exactly the quarterly tickets and also credence- same basis as regards back pay, tials from their branches. If one man is entitled to it, surely Hoping to see delegates from your other men doing precisely the same work are also entitled to the same consideration. I shall be glad if you will give this matter early at-

tention with a view of issuing instructions in favor of the men. Yours Faithfully, General Secretary, CLAUDE THOMPSON.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

Chief Mechanical Engineer's Office, Wilson-street, Redfern, January 27, 1914.

Mr. Claude Thompson, R. and T.S. Association, George and Quay streets, Sydney.

Sir,— With reference to mine of November 7 last, concerning the date of payment of 10/8 per day to lifters, I have to advise you that the Chief Commissioner has approved of the payment of that rate to date from 1/7/1913, instead of 18/9/1913, as previously advised. Back money for the lifters concerned will be entered on current pay sheets. Yours truly, (Sgd.) E. E. LUCY, Chief Mechanical Engineer.

23rd. ANNUAL CONFERENCE.

CIRCULAR TO BRANCHES

NEW SOUTH WALES AMALGAMATED RAILWAY AND TRAMWAY SERVICE ASSOCIATION. January 29, 1914.

Dear Sir,— Re Conference. Herewith I am forwarding clipping from the "Co-Operator," of even date containing all the notices of motion for the consideration of the twenty-third annual conference. Kindly accept this as the agenda paper for the 1914 annual general meeting. I am making the usual arrangements with the Department for leave and passes for delegates to attend, but as there may be a little delay, the delegates from your branch had better make application at once to the Department to be paid the same rates as lifters outside the service are paid, viz., 10/8 per day. Finally instructions were given that they be paid these rates as from September 18, 1913. I am instructed that T. Geeson, through your local officers, mention Robert Reid and others doing lifting in the application that you un- work received an increase to understand that arrangements have 10/8 per day some time ago and also been made between the Association received six months' back pay at the end of the Department. Owing to the same rate. The secretary of our necessity for economy, the executive Bathurst branch informs me that he has decided to recommend that back pay has also been granted to conference sit for two days only, the lifters at Bathurst. The Depart-February 16 and 17, therefore, leave ment having recognised that lifters will be required for these two days are entitled to 10/8 it seems fair to only. ask that all of the men covered Delegates must produce their should be placed upon exactly the quarterly tickets and also credence- same basis as regards back pay, tials from their branches. If one man is entitled to it, surely Hoping to see delegates from your other men doing precisely the same work are also entitled to the same consideration. I shall be glad if you will give this matter early at-

BUCHANAN'S BLACK AND WHITE WHISKY

**WEEKLY TALK ON CURRENT TOPICS**

BY THE GENERAL SECRETARY.

Every day a number of inquiries are received as to when No. 2 Board and No. 10 Board will resume sittings. To each and all I can only reply that I do not know, but will make announcement as soon as definite information is forthcoming. One member of the Board—Mr. T. R. Johnson—has retired, therefore the Board cannot sit until another member is appointed in his place. This should not take long to do, yet until it is done the Board is not properly constituted, therefore cannot sit. As soon as a date is fixed it will be announced in the "Co-operator." In the meanwhile, it is useless to write in every two or three days asking if there is anything to report. When news is received you may rest assured that it will be published promptly for the information of members.

**P.L.L. ASKED TO HELP.**

During the week the annual conference of the P.L.L. has been sitting at MacDonnell House, the home of Sydney's daily paper to be. The proceedings have been reported so fully in the press that it is not necessary to publish long reports in the "Co-operator." After considering, I drafted a motion requesting the Government to carry into effect that portion of the Royal Commission's recommendations relating to the reinstatement of the men victimised in the Darling Harbor strike. This resolution seems certain to pass, whereas a motion requesting the enactment of all of the recommendations would have aroused the direct antagonism of numerous petty organisations which happen to be particularly well represented at the conference. In this matter it appears that considerable pressure will have to be brought to bear on the Railway Department before the victimised men will be reinstated; therefore the more numerous are the influential bodies which the Association can induce to support the reinstatement the greater are the prospects of ultimate success.

**23 ANNUAL CONFERENCE.**

Preparations are almost completed for the 23rd annual conference. The Trades Hall has been engaged, agenda papers sent out, and every one of the numerous details which go to the making of a successful conference have been attended to. As reported last week, the executive decided to recommend that conference sit for two days only, owing to the need of cutting down expenses. A circular has been sent out to all branches requesting delegates to apply for two days' leave only. Although there are 165 motions set down for discussion, many of these might well be referred to the committee that are drawing up claims for different Boards, while there are many overlapping motions on subjects such as passes, holidays, and suggestions for the amendment of the Railways Act. When the agenda committee gets to work no doubt that many of the motions will be consolidated and thus save the time of the conference. If every motion were threshed out thoroughly a month would be all too short to get through the business.

**THE THIRD DEGREE.**

The Victorian Chief Secretary, Mr. John Murray, has decided that there shall be no more third degree methods adopted by police pimps. This ruling is the outcome of the scathing remarks of the Melbourne Coroner in the case of Mrs. Newman, an alleged baby farmer, who committed suicide after she was arrested. The Coroner said he examined the police witnesses as to the methods that they adopted when questioning the members of Mrs. Newman's family, who were kept at the detective office from 5 o'clock in the evening until between 9 o'clock and 11 o'clock next morning. "There is no doubt," he said, "that the police are not to blame, so much as the system which allows it to continue. Under the Magna Charta every free man is entitled to his rights, and no free man can be detained or imprisoned in any way. In this case these people were reasonably under suspicion, and in the circumstances the police say we will take all you people to the office and get your account of this. The people go willingly enough, not knowing their right. They are given no accommodation, and are kept there from 5 p.m. until late the following morning. They admit, however, that they were not ill-treated, except the ill-treatment to which persons are subjected when they are kept waiting and waiting all through the long hours of the night. It would have been better if the police had detained these people in some lodging house for the night, and then questioned them through the day. I don't think that I would have any objection then, except from the point of view of illegal detention. I think that the best plan for the police to adopt would be to collect all evidence from outside State mens. That is following out the principle of the Magna Charta. The Crown authorities should consider some alteration of the system and the matter should be considered by the Legislature if it is to

be changed. There is no doubt that the system is against the spirit and principle of the Magna Charta. It is to be hoped that the responsible member in this state will issue similar instructions so that the police may be compelled to adopt ordinary methods of ascertaining the perpetrators of crimes, instead of brow beating innocent persons.

**WHAT THE ASSOCIATION DOES.**

Often the men in the shops or on the track or platform asks what has the Association done? Well, during the past week or two the Amalgamated Association has been instrumental in obtaining several hundreds of pounds in back pay for railway men. The last instance is that of the fitters at Clyde Repair Sliding, whom we have obtained an increase of 8d. per day and back pay for several months—a tidy little sum with which to start the Savings Bank account again after the Christmas expenditure depletion. This success, coming so soon on many others—the carpenters, the plumbers' mates, the Oxford ventilation plant men, the gasmen who received increases amounting in some cases to 2/8 per day—should convince railway men that the Amalgamated Association can, and does, do something for members. No other union did anything at all for the men—except collect contributions. Keep financial in the Association, for unless you are good on the books your case will not receive attention when trouble happens along.

**LAWLESS POWER.**

By an exercise of lawless power the South African Government has temporarily got rid of ten Labor leaders. The names of the victims of this crime are:—Poutsma, secretary of the Amalgamated Society of Railway Servants; Bain, secretary of the Trades Federation; Watson, Mason, Crawford, Waterston, Kendall, and O. C. Kerrall. Crawford spent some time in Sydney a little while back, when he made a prolonged tour of the world. Indignation is not confined to Labor organisations alone; all reasonable men throughout the globe agree in declaring the deportations as arbitrary and tyrannical. No opportunity was afforded the men of appealing to the courts, yet the kidnapping was made nominally in the name of "Law and Order." The illegality of the proceedings is virtually admitted by the Government bringing in a Bill to indemnify themselves from the legal consequences of their own actions. It is not to be expected that the organisations will allow the Government to commit those crimes with impunity, there is sure to be an appeal to the courts. It seems certain that the captain of the ship that is carrying the men to London is liable to be prosecuted for false imprisonment, for once the ship is outside "territorial waters"—that is, three miles from land—British law, and not South African law, will prevail. This association immediately upon hearing of the deportations passed a motion branding with shame the action of the South African Government. This resolution was published in all the Sydney papers last week.

**PENAL CLAUSES.**

Following on the recent condemnation of the penal clauses of the Arbitration Act by the Labor Federation, the P.L.L. Conference, by a three to one majority passed a drastic resolution:—

"That the penal clauses of the Industrial Arbitration Act be repealed, especially the clauses providing for the garnisheeing of men's wages."

It will be remembered that the stringent clauses relating to strikes and the garnisheeing of workers' wages were introduced into the Arbitration Act by Mr. Beeby without consulting, and against the often declared wish of organised labor. Ever since the Act has been in operation discrimination has been shown in administration.

Miner's unions, wharf laborers and others have gone on strike, and generally set the Act at naught without unpleasant consequences, but railway men, ferry workers and others, minus the strong fighting spirit, have had to suffer the penalties imposed by this most iniquitous Act. It is to be hoped that the P.L.L. executive will see to it that the Labor Government is forced to accede to the wishes of the conference when the time comes for the amendment of the Act.

**TECHNICAL SCHOOLS.**

New regulations for the conduct of Technical Schools were recently gazetted. These provide for an entrance qualification and restrict attendance at any particular Trades Schools to apprentices or those actually working at a trade. Thus, no opportunity is afforded to men in lower grades to qualify for anything better. Once a laborer, always a laborer is the dictum of the new regulations. In the past many men have acquired knowledge of useful trades by attending evening classes. Except those who began last year nobody else except journeymen and apprentices will be permitted to avail themselves of these courses of instruction. There are many men working as assistants to tradesmen who

**WIDE WORLD ITEMS.**

**A SYNOPSIS OF FACTS.**

**PROTECTION OF WOMEN WHILST IN A STATE OF PREGNANCY.**

A new and far-reaching law in connection with above has recently come into force in France. According to this law, women workers may leave their work without notice as soon as their pregnancy becomes visible to others. No woman may be employed within four weeks of the confinement. Before and after the confinement a special daily benefit may be claimed for four weeks upon a doctor's certificate being produced attesting that the further work is dangerous either to the child or the applicant.

**TRADES UNIONS AS LAND-OWNERS.**

The American Federation of Trade Unions has made an interesting attempt to establish the number of buildings belonging to Trade Unions. From a still incomplete list we find that Labor temples exist in 23 towns, whilst in 21 towns preparations are being made for the building of same. Besides this, the miners have their own managerial offices in 43 towns, meeting halls, and in nine cases their own hospitals. Eight sections of the musicians, as well as more than 20 local unions of other trade unions, have their own home; likewise five central union executives. The printers, machine workers, railwaymen, etc., have their own industrial schools, sanatoria, homes for the aged, etc. In such institutions are the many millions of dollars of the trade unions sunk.

**DENTISTS FOR RAILWAY MEN.**

The Railway Ministry contemplates introducing free dentistry for all railway employees. Ten dentists will, in the first place, be appointed to Vienna.

**STOCK EXCHANGE SPECULATIONS AND STRIKES.**

Great strikes have lately been a daily occurrence in Russia, and have become the object of keen discussion both in the workers and employers' circles. But that strikes should be used as a means of increasing the wealth of the capitalist groups is peculiar to Russia alone. In the case of two ship yards in Nikolajev, where the conditions of labour are very similar, the workers of only one yard strike. This gives the appearance of a continuous strike with the exception of a few intervals. The greater part of the shares in these companies belongs to a St. Petersburg bank. The other part of the share is in the hands of other persons, who are continually disposing of their shares, since the outlook where dividends are concerned becomes blacker and blacker because of the strikes. The oftener the strikes happen the more pronounced is the wish of the shareholders to dispose of their stock, and as a consequence this class of stock is quoted at lower and lower figures. Since the bank is buying up all possible shares it is naturally to their advantage that the selling prices be as low as possible. The rumor is now abroad that these strikes are artificially promoted, etc. It is perfectly clear that such strikes bring only distress to the workers, whilst no economic advantage is obtained. Only a trade organisation could meet this destructive stock exchange gamble. Unfortunately there are no strong trade unions in Russia, because the Government so oppresses the organisations.

**AMALGAMATION OF WORKERS.**

Ten different trade unions of gas and unskilled workers, numbering altogether 250,000 members, and possessing a capital of one million marks, have decided in principle in favor of amalgamating into one united organisation. The organisation of postmasters refused to give out any more national insurance stamps if they did not receive the increase demanded for the extra service. The glass workers have entered upon a general movement for an increase in wages, the 48-hour week, and the closing of the trade to apprentices for the next four years. The strike is rapidly spreading. An extraordinary conference of the Miner's Federation decided—in connection with the newly introduced laws—the question of the application of further sums for political purposes.

**EARLY CLOSING IN HUNGARY.**

The "Christian Social" propagandists, with the assistance of the clergy, are busy in the different trades for the purpose of establishing special "Christian Social" trade unions. Up to the present they have met with no success. One hundred and six agricultural workers with a little technical instruction, would become as qualified as tradesmen. No good reason seems to exist why men who desire to improve their knowledge should be debarred from so doing. The Minister for Public Instruction has been written to with a view of a modification of the obnoxious regulations being secured.

employed by two land-owners—who went on strike—were summarily condemned to 8 days' imprisonment each by the presiding judge.

A shop-closing act came into force for Buda Pests and suburbs which stipulated that general shops should be closed from 8 o'clock in the evening till 6 o'clock in the morning and provision shops from 8.30 p.m. to 5 in the morning. The business might remain open till 20 past nine Saturdays. No shop assistant, clerk, or warehouseman may be engaged on the shop premises between the hours mentioned. The shop employees may be detained after the legal closing time in exceptional circumstances, such as stock-taking, alterations, removal, or dealing with perishables, etc., but not, however, for more than 14 days per year. Contraventions of this law are punishable with fines up to £15 for the first offence and £30 for a repeated offence. This law is the result of the agitation of the commercial employees.

**CANNING FACTORY WAGES.**

A reduction of the wages in the salmon factories, Vancouver, was followed by a strike of over 4000 fishers, including whites, Japanese, and Indians; also the female workers in the fish-preserving factories ceased work. Only the Greeks refused to join the fight, but the Japanese, the leaders of the movement, destroyed every catch which the non-strikers attempted to land. The employers, who have hitherto always called the Japanese to replace the discontented whites, are now calling for police assistance.

**THE WAGES OF REPORTERS IN NEW ZEALAND.**

As a result of recent troubles in the newspaper circles in Christchurch an award has been granted by the Court of Arbitration (a legal body) according to which a reporter's work shall not be spread over more than 12 hours out of the 24, and a reporter shall not be brought back to work except in special circumstances. All overtime to be paid for at the rate of 2/6 per hour, or 1 1/2 hours off for every hour of overtime worked. Reporters to be paid from £3 10s. to £5 15s., proof readers £2 10s. to £4 10s. In the case of a reporter being engaged who is not a member of the union and has not joined same after one month, the employer is obliged to dismiss same if requested to do so by the Union. This award holds good till the 21st June, 1916.

**TELEGRAPHIST ORGANISATION IN THE ARGENTINE.**

The question of organisation is beginning to gain a foothold among the telegraph employees in the Argentine. The first telegraphists' organisation was founded in Buenos Ayres this year. The society is delightful with the influence it is beginning to work among the telegraphists in Buenos Ayres, as well as with the great organisation campaign which is being opened up in the provinces. The purpose of the organisation is to regulate the conditions of service and the rendering of mutual assistance. The Argentine Telegraph Department is doing its best to destroy the new organisation by victimising its members and leaders. The whole of the members of the executive have been transferred to the most remote stations in order that their influence might not be felt. Upon a delegation approaching the director, this official informed same, with an utter disregard of the truth, that the transfers were not the outcome of a repressive movement. The socialist members of Parliament have addressed a question to the Minister of the Interior in connection with the affair. The organisation has its own monthly journal, "IE Telegrapho."

**BARBERS' LICENSES.**

A law has come into force in Michigan, U.S.A., under which every barber or barber's assistant must be in possession of a doctor's certificate. Persons suffering from infectious diseases or tuberculosis may not act as barbers.

**THE INDUSTRIAL BATTLEFIELD—RUSSIA.**

The Minister of Commerce has recently published a statement under the heading "The protection of health and life of the Industrial Workers," giving data concerning accidents. 77,008 accidents, 458 resulting in fatalities, were recorded in the year 1910 in the works coming under factory inspection. In the same year 84,882 accidents, resulting in 61 deaths, happened in the mining industry. Altogether 290,573 accidents, 4,562 of which ended fatally, were officially recorded in Russia in the year 1910. The official figures include by no means all the accidents to workers engaged in the industry. According to Bikow, no fewer than 325,000 accidents happen in the Russian industry every year, of which number there are 40,000 cases of serious injury, and 6,000 of death. Capitalism is already making frightful demands upon the Russian workers.



**DURING OUR 10% CASH DISCOUNT SALE THE Famous Austral Suits to Measure Reduced 10%**

AS FOLLOWS:

Usual Price, 63/-	Sale Price, 56/9
Usual Price, 70/-	Sale Price, 63/-
Usual Price, 75/-	Sale Price, 67/6
Usual Price, 84/- Handmade	Sale Price, 75/6 Handmade
Usual Price, 90/- Handmade	Sale Price, 81/- Handmade
Usual Price, 95/- Handmade	Sale Price, 85/6 Handmade
Usual Price, 105/- Handmade	Sale Price, 94/6 Handmade
Usual Price, 115/- Handmade	Sale Price, 103/6 Handmade

Send for Pattern Books and General Catalogue of Everything for Men's and Boys' Wear. All Orders paid, as usual.

**Gowing Bros.**  
George Street, and Royal Arcade, Sydney.



# APPEALS BOARD.

## THE BOARD.

MR. LACY (Chairman),  
 MR. J. S. SPURWAY,  
 Secretary for Railway  
 Commissioners' Representative,  
 MR. R. D. CAMPBELL,  
 (Elected Representative of whole Staff).

JOHN KIELY, Conductor, Rozelle,  
 9/ per day.

Charge: (1) Fare missed; (2) standing at front of car of which he was in charge in conversation with driver, thereby disregarding regulations 15 and 153; speaking improperly to ticket examiner. Date of occurrences, 18/12/1913.

Decision of Officer: That he be dismissed the service. 3/1/1914.

Appellant was defended by Mr. Meagher and pleaded not guilty to any of the charges.

Ticket examiner Beckinsall stated in his evidence that on December 18 he was at King-street, and looking towards Market-street saw appellant's car coming towards him with appellant in the front car conversing with the driver. Took appellant's journal and found a lad in the saloon who said he got on at Goulburn-street and said he had not paid his fare, instructed appellant to collect fare and he came back and said the lad had got on at Market-street. I told him to go and get particulars, which he did not do. I got off at Hunter-street and Kiely looked out and said to me "you are a liar."

Appellant said he had about four years service, denied that he was on the front of the car between Market and Hunter streets at any time, was in the rear of the car from Park-street. When Beckinsall boarded my car I was arguing with a passenger about a folding go-cart. Beckinsall did not pass in front of me when he got my journal, when he found the fare not paid he beckoned to me and I came up to collect the fare. The lad told me he got on at Park-street. I deny that I used the words complained of. There was no conversation between the examiner and myself at all.

John Stephenson, driver of the car, said he had had 12 years service. Appellant was his conductor on the date in question. Remembered Beckinsall boarding the car on December 18. Kiely was not in front of the tram at all in George-street on that trip. I recollect Beckinsall getting on my car, have a vivid recollection of it because Beckinsall has an unenviable reputation amongst tram men and all hands watch him whilst he is on the car. When he left the car he walked straight to the footpath and did not speak to the conductor at all. I was in a position to have heard any conversation, although it would be possible that I might not have caught something Kiely may have said, as he was behind the bulkhead car.

The Board considered the evidence and decided to uphold the appeal.

FREDERICK SHAW, Conductor, Rushcutters Bay, 9/ per day.

Charge: Speaking improperly to two passengers and making a misleading statement in regard thereto, 24/12/1913.

Decision of Officer: That he be dismissed the service, 2/1/1914.

Appellant was defended by Mr. Croft and pleaded not guilty.

For the Department, J. H. Smith, police constable, said that on December 24 he boarded a car at the corner of King and Pitt streets, paid his fare and the conductor went to the front and appellant came from the front car to the compartment in which I was and again asked for my fare. I informed him that I had already paid it, but he persisted and addressed me in an improper manner. I reported appellant to the Department on Boxing Day. There was only the two of us in the car, no other passenger being on the back car at all. I did not think it necessary to report appellant and did not tell him I proposed reporting him, but decided to do so after seeing Inspector Kelly, no intimation being given to appellant of the intention of reporting him at all.

The Board decided to dismiss the appeal (Mr. Campbell dissenting, and considered the punishment far too drastic).

THOMAS HIGGINS, Ganger, Erskineville Depot, 11/ per day.

Charge: For leaving his duty and drinking during working hours, 22/12/1913.

Decision of Officer: That he be reduced from position of Ganger to under-man, as from 30/12/1913.

HUGH DOHERTY, Ballast Guard, Acting Assistant Ganger, Erskineville Depot, 3/6 per day.

Charge: For leaving his duty and drinking during working hours, 22/12/1913.

Decision of Officer: That he be reduced from the position of Acting Assistant Ganger to under-man.

These two cases were taken together, appellants pleading guilty and asking for leniency on account of long service.

Mr. Silcocks, on behalf of the Department, stated that both appellants had been warned and asked to assist in putting a stop to drinking amongst the men at work in Erskineville, this was on the Monday prior to the day for which these men were charged. They left

duty and were found drinking during working hours.

Mr. R. D. Meagher appeared for Doherty and said his client was a ballast guard since 1884. His service with the Department had been long and clean, and he pleaded to the Board to take this into consideration and extend to his client as much leniency as possible.

Mr. Robertson, for Higgins, told the Board that his client had been 34 years in the service and had never been warned not to leave his work for a drink. The Board would notice that the time of 12.55 was just 5 minutes before lunch, and appellant had been suspended for four and a half days, and whilst they clearly recognised the necessity for the Department to maintain discipline, he asked the Board to extend its leniency to appellant and reduce the punishment.

The Board decided to dismiss the appeal (Mr. Campbell asked Mr. Silcocks that Higgins might have an opportunity of retrieving his position as soon as possible).

DENIS MCGINLEY, Laborer, Erskineville Depot, 8/6 per day.

Charge: For drinking during working hours, 22/12/1913.

Decision of Officer: That he lose time while under suspension and be sent from Erskineville Depot to one of the re-laying gangs as from 30/12/1913.

Appellant was defended by Mr. Robertson and pleaded not guilty.

Mr. Silcocks, on behalf of the Department, said there was an error in the date on which appellant was charged. Department had no case against appellant for December 22, it was the 23rd, and after argument the Board decided to allow the alteration of the date to this day. A special officer had been sent to take observations on the works in Erskineville, owing to the complaint that many of the men left their work to go to the public house. Appellant was seen to go into the hotel with another man between 12.30 and 1 p.m. The Department was not in a position to prove whether this was in appellant's lunch hour or not, appellant claimed that he did this in his lunch hour, and Mr. Silcocks admitted to the Board that appellant's lunch time was very irregular, and it was well-known that he had to take it at different times.

Mr. Robertson admitted on behalf of the appellant that he went into the hotel but what he did was in his own time. McGinley saw the officer concerned on the footpath but had no need to cover up his actions, he passed the officer as he went into the hotel.

The Board considered this appeal and decided that there was no evidence that the offence was committed during working hours, and upheld the appeal.

eccentricity defined.

There are few clergymen who possess a greater fund of originality than the Bishop of Tasmania, Dr. Mercer. His views on many subjects are well known, but on Thursday last he broke fresh ground in an endeavor to define the meaning of the word eccentricity. An eccentric person, he said, was one who would take the place of the crank, the individual who refused to move along the well-defined lines of the social orbit.

There were many persons who rebelled against social convention because it would not allow them to be exactly what they chose. They were imbued with the erratic, romantic spirit of the gipsy. One form of eccentricity was love for notoriety, or, in other words, a desire to be talked about. They wandered just a little off the centre just to hear their names mentioned, whether for good or evil actions. Some people, like Beau Brummell, succeeded in reaching the height of their ambition by eccentricity in dress. Dress was an easy way to attract notice, either by wearing costumes miles behind the fashion or miles in front of it. It was a harmless form of eccentricity, but judging by the present trend, it was difficult to imagine how it would end. Persons with nervous temperaments were eccentrics, for they were compelled to do all sorts of things that were off the centre. Then there was the individual affected with acquisitiveness—a desire to collect various articles, some of value, others worthless. The speaker quoted instances of people filling their houses with newspapers, horse shoes, barrel hoops, etc. The miser was not the peculiar person most people credited him as being. He was simply a collector, and one of the large species of eccentrics. Kleptomaniacs were eccentric in an extreme form, but it sometimes led to disastrous results. It was necessary that there should be more eccentricity in education. There should be church colleges, otherwise everyone would be put into the Government mould and turned out in accordance with the Government pattern. In conclusion, the Bishop said that eccentricity was a good thing. It was one of the necessities of human progress.

The McGee swimmer F. Mason accounted for the 100 yards country championship at the Domain Baths on Saturday.

## NEW GOODS VAN.

It has many times been claimed that there is a considerable amount of inventive genius employed in our Government railway and tramway service, and many instances are pointed to to confirm this contention.

The sister State of Queensland now comes forward with its quota of the bands of railway inventors, and guard Chris Shaw is the instance presented in this case. Guard Shaw, who is employed in the railway service, his home station being Roma-street, Brisbane, has lately distinguished himself by suggesting a type of mail train brakevan. Some time ago he presented certain suggestions and drawings to the Queensland Commissioner, and in accordance with these ideas the Commissioner had the van constructed in the Ipswich workshops. Guard Shaw's idea is not only looked well in theory, but in practice also, and the van promises to displace the older type now in use. It is to be shown at Roma-street Station.

The van is 50ft. 6in. long, and contains the guard's compartment, which opens into a large luggage room at one end, and another for parcels at the other end. There is also a compartment for small parcels of fish, and for the accommodation of bicycles, which will be carried suspended from the roof by hooks. There is also double tier dog-box, and provision for letters and papers used by a guard. Lavatory accommodation is also included, and electric lighting, which can be worked independently of the ordinary supply for the train to which the van is attached. The van is the largest in use on the Queensland railways, and weighs 21 tons 3cwt.

RETURN THANKS.

We sincerely thank the Werris Creek and Armidale branches of the Amalgamated R. and T. Association for the letters and expressions of sympathy in the death of our dear father.

ARTHUR WORRELL,  
 GEORGE WORRELL,  
 FRED WORRELL.

I wish to Return Thanks to the Committee and Railway men in general, in the Northern Division, who showed such kind and practical sympathy to me and my family during my long illness.

T. EATHER, Stgleton.

HELPLESS AS AN INFANT.

Young Girl Severely Attacked by St. Vitus' Dance.

Her Mother had to Feed, Dress and Wash her—A Notable Cure by Dr. Williams' Pink Pills.

A notable instance of the value of Dr. Williams' Pink Pills in nervous disorders is given by Mrs. Caroline Brown of "Minneapolis," John-street, Waverley, a Sydney suburb. Some time ago her daughter Margaret, who is now nineteen, was attacked by that disorder dreaded by all parents, St. Vitus' Dance. Mrs. Brown had to treat her girl just like an infant. The patient had the attention of a medical man, but as Mrs. Brown was not satisfied that progress towards recovery was being made, she decided to give her daughter a course of Dr. Williams' Pink Pills. Mrs. Brown speaks in glowing terms of the result. She says:—

"After having an attack of St. Vitus' Dance when she was twelve, my daughter Margaret always gave me the impression that the complaint was still in her system, and at fifteen years of age it returned. Owing to a sudden fright in the house the twitching started quite suddenly, and soon she was as bad as ever, and became quite helpless. She was unable to stand or walk, and I had to feed and dress and even wash her. Her clothes would be so torn with the convulsive movements through every part of her body. It started first in the right arm, and the right side was always the worst. Her head would twist and her eyebrows and mouth were never still. Her tongue swelled and her speech got so jumbled and indistinct you could hardly make out a word. Once she was asleep she was quiet enough, but as soon as she woke the bedclothes would go in all directions. She could not eat and I had to feed her with a spoon. She never stirred out of the house except when I took her up to the doctor. I was on the alert all the time to see she came to no harm in the house or out of it. Her lips were quite bloodless, and she was so thin and poorly. Headaches were a trouble, too. I was in a dreadful worry over her, for her state could hardly have been worse and I was at my wits' end. Some day I always had a belief in Dr. Williams' Pink Pills, so I bought a couple of boxes for a trial, giving her three pills a day at first and gradually increasing the dose. While she was on the second box one day at tea time she took hold of her cup by herself and lifted it to her lips, much to our surprise. We kept on steadily with the pills, and little by little she improved. The twitching of every muscle got less marked, and when she walked she could put her feet down firmly and in the proper place. The pallid look disappeared, and you could notice the new blood under the skin. After a time she was able to return to business. Her health now is perfect. Every nerve got toned up, and her appetite is good and her appearance first-class."

Take Dr. Williams' Pink Pills for Bloodlessness, Indigestion, and Nervous Complaints, as they have cured hundreds of these disorders. Price 2/9 per box, six boxes 15/3, of all dealers or from the Dr. Williams' Medicine Co. of Australasia, Ltd., Sydney.

# SOCIAL.

## DARLING HARBOR SEND-OFF.

A big section of the porters from the Darling Harbor yard met at Mr. Andy Burke's hotel on the night of January 13th to wish bon voyage to Porter G. Mitchell on the eve of his departure for a well-earned holiday. Mr. J. Sparkes occupied the chair, and duly proposed the health of the King, which was responded to in an enthusiastic manner. Mr. W. Warner was entrusted with the toast of the guest, and in the course of a happy little speech eulogised the many qualities of "our mate, Porter Mitchell." He expressed the hope that George would have a good time on his holiday, and would come back much benefited. He then called on Mr. Sparkes to make a presentation on behalf of the Bourke section at Darling Harbor of a shaving outfit. Mr. Sparkes handed over the present, and dwelt at some length on the many personal qualities of their guest, and wished him a good time. Mr. Mitchell responded to the toast, and in a feeling manner expressed his appreciation of the sentiments conveyed by the chairman. He had been quite surprised at the gathering, and heartily reciprocated the many expressions of goodwill.

Mr. G. Kendrick then proposed the health of the host and hostess, and paid a tribute to the many good qualities of Mr. and Mrs. Andy Burke, and this was ably responded to by Mr. Burke. The chairman was proposed and responded to. The evening was brought to a finish by all present singing "Auld Lang Syne."

## FAREWELL TO SUB-INSPECTOR E. G. FARNSWORTH.

A large number of railway employees and townspeople met at Tobin's Hall, Bourke, on Saturday, Jan. 17th, to say good-bye to Inspector Farnsworth, who has been promoted to a similar position at Narrabri. Mr. Chapman took the chair, and after the usual toast of the King had been honored, the chairman proposed the guest of the evening. He spoke of Mr. Farnsworth in glowing terms, both as a railway man and as a citizen, and although they were sorry to lose Mr. Farnsworth, still were glad to know that he was bettering his position. He voiced the regret of all present at the departure of their guest. In extending a welcome to Mr. Smith as his successor, he hoped that when the time came for Sub-Inspector Smith's promotion that he would carry with him the same good feeling of the employees of the Bourke section as Sub-Inspector Farnsworth. Eulogistic speeches were delivered by Messrs. Tom Riley, M. Hand, Brewn, McGrath, and Cox, who all spoke of the guest as one of the whitest of men. Mr. Farnsworth was then presented with a beautiful gold Albert and medal, suitably inscribed.

In rising to respond, Mr. Farnsworth was met with applause. He thanked his fellow-employees for all the nice things said about him, also for the very nice present given him. He had been on the railway for upwards of 30 years, and the two years in the Bourke section were the happiest time of all. He regretted leaving them, for he had never met a better class of men. Songs were rendered by Mr. W. Ross, to the accompaniment of Mr. Jack McCready, which brought a very pleasant evening to a close.

## RAILWAY MEN FOREGATHER.

### HONOR STATIONMASTER AND GUARD.

The largest gathering of railway men seen in Albury took place on Saturday. It was an assemblage at Trellar's Cafe to do honor to Guard Samuel Murray, who is retiring, and to the stationmaster, Mr. J. Alt, who has been promoted to Bathurst. There were 64 present, comprising Victorian railway visitors, officers, and employees of the traffic, locomotive, electrical, and permanent way staffs of the Albury railway station; several members of the express running staff, Health Department, and a few townspeople. Many came long distances. Apologies were received from Messrs. Melkiele (District Superintendent), June and Prentice (Assistant Superintendent), Inspector Fowler (Culcairn), and Messrs. Connory (stationmaster), H. Elphick (assistant goods clerk, Albury), Dean (stationmaster at the Rock), J. Peacock (night stationmaster, Cootamundra), S. Nicholas (traffic inspector, Cootamundra), and O'Leary (night stationmaster at Moss Vale). At the outset of the function Mr. Alt presided.

Guard Murray had been the guard of the express for 31 years continuously. He brought the first express to Albury, the train coming from Sydney. He was also the guard of the train which was in the big smash at Cootamundra.

On behalf of the company, Mr. Alt, who had known Guard Murray since 1883, presented Mr. Alt with a beautiful gold watch and chain, suitably inscribed, for himself, and a dainty china tea set for Mrs. Alt. In doing so, Mr. Irwin said he had been closely associated with Mr. Alt on the Milson's Point line. Mr. Alt, by his keen interest in departmental affairs,

was looked upon as the lawyer on the line, and whenever any of them were in trouble or had any "please explains," they rang up "Jack" Alt for advice.

Mr. Alt was taken by surprise by the presentations. In the course of his reply he said he could not have been successful in his position had it not been for the loyalty of the staff. He asked the staff to give the incoming stationmaster the same measure of loyalty. The position of stationmaster at Bathurst had been offered to him twice. On the first occasion he declined it. Then, when it was offered to him again, with increased promotion, he felt he could not decline to accept it. He appreciated the men's good wishes, because he could buy the latter any day, but not the former.

Toasts honored during the evening were, "The King," "The Commissioners," and "The Guest." The latter toast was drunk to twice, once in regard to Guard Murray and again in honor of Mr. Alt.

Songs were rendered by Messrs. A. Fleming, C. Clinton, C. Waterstreet, and C. Bell.

Altogether it was one of the most successful functions of the kind that has yet been carried out by the railway staff at Albury and bore ample testimony to the esteem in which both of the recipients were held by the various units which go to make up the railway department.

Mr. Alt has been in Albury for four years. Mr. Irwin took up his duties on Tuesday.

## TRIBUTE FROM CASUAL EMPLOYEES.

The casual employees presented Mr. Alt with a travelling bag on Friday night.

BUY WHOLE BOTTLES

# AT OUR HALF-YEARLY SALE

## Great Special in Famous "MARSHALL" BOOTS

16/6  
 Fine.  
 Glace  
 Kid.  
 Bals..

12/11



16/6 Fine Glace Kid Balmoral Boots now at 12/11.

This is a worth while bargain of the famous MARSHALL BOOTS. The two styles now offered are prevailing fashionable popular models.

Latest Balmoral Boots in the smart HALF-FREAK and the CITY, a straight last with medium bump toe. Both appear in soft and comfortable glace kid with welted-sewn all-leather soles, pure leather heels and military back straps. Well-made, neat-appearing PURE LEATHER Boots in half and

degree sizes to fit all feet. Only 400 pairs. 16/6 values NOW TO CLEAR AT 12/11

KINDLY ADD One Shilling Postage on all Footwear.

IMPORTANT TO COUNTRY READERS! We issue NO Sale Catalogue, as many lines sell out from day to day. Send for our Big Mail Order Catalogue, choose any article needed, and TAKE OFF a SALE DISCOUNT of 2- in every £.

# F. J. PALMER & SON,

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

## CORRESPONDENCE.

### WHAT OUR READERS SAY.

#### WHY NO PICNIC TRAIN?

Dear Editor,—North Coasters are in trouble again. About a picnic train (or rather the lack of it) this time.

Intense indignation prevails on this section over the fact that again no picnic train has been available for the employees. This is the third year that we have had to endure the inconvenience. Surely it is not asking too much that our interests be studied once in three years.

How nice to get word that "anyone wishing to attend picnic should travel by No. 16 on the previous Saturday!" said No. 16 leaving Fitzroy about midday on that date. Does not this practically debar any woman with a family of little ones from a much needed day of recreation?

Employees on the North Coast line have no week-end cottages either at Maitland or Toronto, and I shudder to think of the state of our carefully packed picnic hampers after being closed from Saturday till Monday.

Not all of us can afford to pay for refreshments for a large family. Besides, what chance have the little ones of enjoying a satisfactory meal in a busy hotel? And both in hotels and boarding-houses they look askance at the children when you are looking for lodgings even.

The committee, if they did not recommend a picnic train for this line, should be downright ashamed to have a ticket sold for it; and if their recommendation was turned down by the Commissioner—well, it is simply extending the same courtesy to us as his predecessor did.

The impression must surely prevail that we on this line are a set of aborigines. Everything points that way—even to the scanty water supply and the state of some of the tanks from which it is doled out to us, also the fact that inferior water is supplied, when a far better quality is just as easily available.

Want of space forbids me criticising car attached to No. 16 for our benefit.

Yours as before,  
 "APOSTLE PAUL."

### FETTLER NOLAN FUND.

Will the following branches please return lists in connection with the above fund, whether there is money on them or not, as early as possible, as it is the desire of the trustees to close the fund by the end of this month.

Sydney, Eveleigh, Eveleigh Fuelmen, Erskineville, Botany-road Siding, Redfern, Hurstville, Klam, Pictou, Queanbeyan, Goulburn, Temora, Junee No. 1, Culcairn, Granville, Penrith No. 1, Eskbank, Blackheath, Mandurama, Orange, Parkes, Dubbo, Trangie, Newcastle Per. Way, Secon, Singleton, Murrumbidgee, Narrabri, Moree, Inverell, Tamworth, Armidale, Tenterfield, Lismore, Muswellbrook, Bryock.

C. GAZZARD, Secretary.

### QUESTIONS ANSWERED.

#### "RETIRED SUBSCRIBER."

Write direct to the Secretary Railway Superannuation Board, Pitt-street, Sydney. You should send your name and address in all communications, otherwise they are liable to be ignored.

# WOLFE'S SCHNAPPS

BUY WHOLE BOTTLES

