The Co-operator

UNION IS STRENGTH — THE UNITY OF LABOR IS THE HOPE OF THE WORLD — INDUSTRIAL UNIONISM IS IMPREGNABLE

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THE INITIATIVE AND REFERENDUM

(No. IV.)

The first political party to demand the adoption of the referendum and initiative in the United States was the Socialist Labor Party, and the first large and well-organised body to favor the adoption of these reforms in that country was the American Federation of Labor. This was in 1892, and since then the following States have adopted direct legislation, either in its optional or compulsory form: South Dakota, Nebraska, Oregon, Montana, Oklahoma, Maine, Arkansas, Colorado, Wisconsin, Ohio and California. It will therefore be understood that in recommending the system as a desirable reform for the State of New South Wales we are not advocating something that is altogether experimental in its nature, and in this connection it is well to remember that in no State or country, Switzerland included, where direction legislation has been adopted, has there been any desire to do away with it again. This fact alone is sufficient to indicate that the system has something to recommend it.

The point may be raised that the conditions in America are dissimilar to those prevailing in Australia, and that our system of representative Government is much nearer the ideal of "government of, for and by the people" than are the systems that are in vogue in many of these American States. This may be granted without detriment to the main argument. That we are more advanced than some other countries does not prove that we are as far advanced as we ought to be, and we hold that no form of popular government can be regarded as complete unless one of its essential features is the referendum and the initiative.

Our contention is that the adoption of these reforms will go a good way towards abolishing the worst features of our present system of government, that it will guarantee the real sovereignity of the people, inasmuch as that all, or any, legislative measures will, under its provisions, have to be ratified by the electors. Under the present system time is criminally wasted because the Opposition, no matter which party happens to be in that position, tries by every means within its power to prevent the Government from doing something that it desires to do, and which, by reason of the fact that it has a majority of electors behind it, claims to have a right to do. Also, under the present system, experience has taught us that nearly every important party measure is in the nature of a compromise. This is inevitable, because the party introducing the measure is in mortal fear of pressing the principles it believes in to a logical conclusion, and the result is that many half-baked acts are placed on the Statute Books, and, more often than not, they prove to be altogether unsatisfactory to those that believe in them, and those that do not believe in them are able to congratulate themselves upon the fact that the acts referred to have been made abortive, or, at any rate, robbed of their significance. Then, as already noted in a previous article, there is a growing tendency on the part of legislative representatives to ignore or neglect the pledges made to their constituents, and to regard themselves as indispensable and privileged law-makers. We have evidence enough of this in New South Wales at the present time. What the enemy has often described as "the cast-iron pledge" has proved to be made of much more malleable material, for we have seen that not one or two members who signed that pledge, but the whole of them, quietly ignore it during a long term of years in office. Further, we find that, whereas the Labor Party retains its objective, its fighting platform and its ideals, the Labor Party's representatives in Parliament adopt the same tactics as their capitalist adversaries in every particular, and fail to understand the class-conscious nature of the movement they represent. True, we have pettifogging Labor Ministers making trivial experiments of a pseudo-Socialistic character, but these are inevitably doomed to failure, and in most cases they only afford "awful examples" for the enemy to quote "against Socialism" when election time comes round.

In view of these facts, it is imperative that Parliament should be made more responsive to public demands, that our government should be more thoroughly representative. The referendum and initiative will, as nothing else will, make the legislature quick to respond to the will of the people. The knowledge that the people have the power to initiate legislation and to veto legislation will put the fear of God into the hearts of political hypocrites, and the need for the use of the referendum and initiative will be less evident as time goes on. The knowledge that the people themselves are the final arbiters will tend to develop and quicken the sense of responsibility in the legislator himself; it will cause him to keep in mind the interest and viewpoint of the people whose servant he is, and to realise that, having power to enact or defeat laws, the people will watch legislative proceedings closely, and hold every legislator accountable for his acts. W. E. Rappard, of Geneva (Instructor in Economics at Harvard University), quotes Taine's statement "that a nation may perhaps say which form of government it likes, but cannot say which it needs"; and also Earl Grey's dictum that "the proper object of a government, and especially of a representative legislature, is not to meet the wishes of a majority of the population, but to adopt such measures as may be best calculated to promote their welfare." This is the old-fashioned philosophy of Burke and others whose instincts were conservative, and, as Rappard says, "it cannot long survive the adoption of universal suffrage and a recognition of the fact that interest is the determining cause in matters of legislation." Such views are characteristic of a bygone period when governments were elected by a privileged few, the so-called "gentlemen," and the people were regarded as of no account. Conditions have changed, and the working classes have come to their own. They have discovered that the best representative is no longer the most intelligent, or even the most honest, but he who most faithfully, because most selfishly, represents the class interests of his constituents. What is required to make the sovereignity of the people complete is the initiative and referendum, optional or compulsory. The optional referendum, it has been found, tends to concentrate attention on the principal policies of the legislature, but the question as to whether the optional or the compulsory method would best suit our needs need not be discussed here. The main point is to insist upon the recognition of the principle of applied democracy, so that the people may govern in fact as well as in theory, and especially so that the working class movement may be enabled to depend less upon unreliable representatives and more upon its own strength.

APPLICATION FOR NEW AWARD FOR EAST GRETA MEN.

The Coalmining (North) Group, No. 2 (Colliery Mechanics') Wages Board, met at the Newcastle Courthouse on Friday last to discuss application by the Colliery Mechanics' Mutual Protective Association, Hunter River District, for a new award, and by the Amalgamated Railway and Tramway Service Association, for an award governing the employees on the East Greta and Hebburn Coal Companies' railway lines. The Board comprises Mr. Justice Edmunds (Chairman), Messrs. N. J. Clarke and A. Neilson (representing the employers), and Messrs. H. Burgh and J. Williams (representing the employees). Mr. W. Waller (secretary) appeared for the Colliery Mechanics' Mutual Protective Association, and Mr. Claude Thompson (General Secretary) for the Amalgamated Railway and Tramway Service Association.

His Honor said that early last year an application by the Colliery Mechanics' Mutual Protective Association, for an increase of wages in respect of certain employees, was formally before the Board. Owing to pressure of business, it could not be fully gone into then, but the Board dealt with such parts as was regarded as urgent. Where craft wages had been increased, and corresponding changes were required to be made in the award, the Board considered them, and brought them into effect. Then the cessation of work in the Maitland field supervening, and the war arising at the commencement of August, further proceedings were, with the consent of both parties, postponed until there was some indication that things were settling down, and the effect of the war on industry might be definitely known. Recently Mr. Waller, secretary to that Union, thinking, apparently, that conditions were more settled, asked the Board to enter upon consideration of the claim. During the interval, the Industrial Arbitration Court had laid down certain general rules with reference to the effect of the war on applications for increases of rates of pay during the war. These general rules must be formally observed during the continuance of the war. They were to the effect that, generally speaking, where there were no special considerations affecting the claims, applications for increases of rates of pay during the currency of the war would not be entertained. Consequently, if such an application were made it needed to be supported by evidence of special circumstances, showing that the case did not fall within the general rule. The cases which did not fall within it were those in which the industry had not been injured as to profit by the occurrence of war, and where an increase of wages would not result in a detriment to the general community by increasing during the war the cost of living. What the Court had laid down was a preliminary inquiry, which must be entered into by every Board, and so he had called this meeting to give Mr. Waller an opportunity of presenting his case on the preliminary matter, and as meanwhile an application had come from the Railway and Tramway Service Association with reference to the conditions of employment and rates of payment prevailing on the East Greta railway, he thought it was expedient that they should be put on the list, to be heard at the same time. The Board would, therefore, take first into consideration whether there were special grounds which entitled the Unions to apply for the increases included in the claims.

Mr. Waller said that since the judgment referred to, Mr. Justice Heydon, in a recent decision, said he saw no reason why Wages Boards should not now continue to sit, and the rule laid down was that Unions and employers should curtail the evidence as much as possible, so that there would not be such a great amount of expense as previously.

The Chairman: Mr. Justice Heydon did not alter the general rules that increases should not be entertained. There was a recent decision to the effect that where an industrial award conflicted with a craft award an alteration might be made to bring them into line.

Mr. Justice Edmunds said the Court had advised the Boards to adopt a rule that where awards were expiring to renew them for a limited period unless special circumstances were shown. The applicants were quite entitled to the renewal of the awards to such increases of craft rates as might have been made meanwhile. Whether they were entitled to an award that would generally further increase those rates must be the subject of inquiry as to the effect of the increase on the purchasing powers of the general public.

(Continued on Page 2.)

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

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

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

N.S.W. DIVISION OF THE

Railway and Tramway Employees Federation.

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

PRESIDENT: F. D. CAMPBELL (Railway Per. Way).

Vice-Presidents:
J. McDONALD (White Bay Power House), V. G. KAVANAGH (Ultimo Power House.

Executive Officers:
M. A. O'DONNELL (Rly. Per. Way), G. H. STOKES (Railways Generally), H. ODELL (Foreman's Clerk).

TREASURER: E. LAWLESS (Booking Clerk). **GENERAL SECRETARY:** CLAUDE THOMPSON.

Trustees: M. A. O'DONNELL, V. G. KAVANAGH, G. ARMSTRONG.

COUNCIL.

Traffic.
J. KEARNEY, Darling Harbour.
G. ARMSTRONG, Redfern.
W. SARE, Redfern.

Per. Way.
J. EYRES, Hurstville.
A. J. WELDON, Granville.
E. SAVAGE, Hurstville.

Loco. Mechanical.
W. J. ARMSTRONG, Sydney.
J. P. MUNRO, Sydney.
F. PINKSTONE, Sydney.

Railways Generally.
J. N. HARFORD, Railway Signals.
J. R. WARBY, General Stores.
H. GOODMAN, Railway Signals.

Loco. Running.
GEO. SCHMIDT, Eveleigh.
A. J. SMITH, Eveleigh.
H. DAVIS, Hornsby.

Tram. Traffic.
J. L. LONG, Tram Signalman.
GUS MULDER, Electric Driver, Ultimo.
P. P. HEALY, Driver, Rozelle.

Trams Generally.
W. HARTILL LAW, Leichhardt.
E. YATES, Randwick, All Trades.
J. KELLY, Electric Light.

Salaried Officers.
R. LARSEN, Goods Clerk, D. Harbour.
G. J. STOKES, Tramway Officer.
H. GEORGE TIGHE, Sub.-Inspector.

Local Secretaries will kindly furnish time and place of meetings, and notify any errors appearing with respect to table below.

BRANCH.	SECRETARY.	ADDRESS.	PLACE OF MEETING.
Albury	J. James, Hovell-st., Albury		Meetings as summoned.
Armidale	O. McDermott, R'lway Stn., Armidale		Caledonian Hotel, Armidale, 1st Sat. month.
Ardglen	G. Jansen, R'lway Quarries, Ardglen		Bowen Bldgs., Cent. Sq., 4th Saturday.
Botany-rd. Siding	F. Newton, 69 Day-st., Leichhardt		Railway Stn., Mt. Victoria, 2nd Saturday.
Blackheath	Jas. Rook, Bell-rd., Mt. Victoria		
Byrock	W. Turnbull, Railway Dept., Byrock		Masonic Hall, 1st Wed.
Bathurst	T. Thomas, 282 Piper-st., Bathurst		Railway Stn., last Tues.
Culcairn	Thos. Egan, Culcairn		Lodge Room, Town Hall, Last Saturday.
Cootamundra	R. Murray, Post Office, Cootamundra		As summoned.
Cowra	W. Adam, Railway Station, Cowra		Head Office, 1st Saturday.
Darling Harbor	Leslie J. Kerr, 9 Shepherd-st., R'df'rn		Rawden's Rooms, 2nd Wednesday, 7.30 p.m.
Dubbo	J. Blanning, Macquarie-st., Dubbo		Head Office, 2nd Wed.
Eveleigh	A. J. Smith, 9 Lambert-st., Ersk'ville		Railway Inst., 2nd Wed
Erskineville	A. Lane, 34 Rawson-st., Newtown		Trades Hall, 1st Tues.
Eskbank	J. J. Griffiths, Mort's Est., Lithgow		Oddfellows' Hall, 2nd Sat.
Fuelmen	J. Latimer, 68a High-st., City		Com. Hotel, 2nd Thurs.
Goulburn	G. Warrington, Bradley-st., Goulburn		Town Hall, 2nd Thurs.
Granville	B. Hines, Bennalong-st., Granville		
Guards, Shunters, and Signalmen	J. Dickson, "Ransotea," Spencer-st., Summer Hill		Head Office, Altern. Sun
Gunnedah	J. Bedford, Railway Stn., Gunnedah		Railway Station, 1st Sat.
Hurstville	M. A. O'Donnell, Pitt-st., Mortdale		Coun. Chamb., 2nd Sat.
Harden (1)	J. Carney, P.O., Aurvil, via Harden		Mechanics' In., 2nd Wed
Harden (2)	R. Larkin, Rly. No. 12 Cot., Harden		
Hornsby	N. Scoullar, Albert-st., Hornsby		School of Arts, 1st Wed
Railway Signals	G. H. Stokes, Allen-st., Granville		Head Office, 3rd Thurs.
Inverell	J. Forde, Byron Siding, Inverell		W. Tamworth, R.A., 1st Sunday after pay-day.
Junee	W. Nicholls, Illabo-rd., Junee		St. Luke's Hall, Junee, 2nd Saturday.
Kiama	W. Walker, 5 Devonshire-st., Kiama		Coun. Cham., 1st Sat.
Lismore	J. Dickson, c/o Railway Per. Way Office, Lismore		Railway Station, 1st Fri
Mudgee	M. Waters, Railway Dept., Mudgee		Waiting Room, 2nd Wed.
Manduramna	A. R. Wilson, Rly. P. Way, Lynd'st		Masonic Hall, 1st Wed.
Murrurundi	J. H. Millen, Little-st., Murrurundi		Railway Statn., 2nd Sun
Maitland	H. Hopkins, 25 Cross-st., W. Maitland		Meetings as arranged.
Moree	A. S. Tickle, Rlwy. Stn., Moree		Railway Station, Moree.
Narrandera	G. E. Power, Crescent-st., Narrandera		Waiting Room, 2nd Sat.
Nyngan	A. McMillan, c/o D. McMahon's Carriers' Arms Hotel Nymagee-st., Nyngan		
Newcastle	T. Godfrey, Anderton-st., Islington		Railway Station, 3rd Fri Belle View Rooms, Newcastle West, 4th Sat.
Newcastle P. Way	Peter Feenan, 32 Fern-st., Islington		
Narrabri	Walter Tillet, Goobar-st., W. Narribri		Railway Sta'n, last Sun.
Orange	J. McKinney, William-st., E. Orange		Head Office, 3rd Tues.
Parcels Office Staff	T. E. Sparrow, 71 Kellick-st., Wtloo		Old Barracks, 2nd Thurs.
Picton	A. Mewton, "Thora," 'Argyle-st., Picton		School of Arts, 1st Thur.
Penrith	W. R. Bailey, High-st., Penrith		Gen. Waiting Room, 1st Sunday.
Parkes	W. Wallace, R'lway Per. Off., Parkes		
Queanbeyan	J. E. Monk, P.O., Royalla, via Queanbeyan		Williamsdale Plat. 1st Fri
Redfern	G. Armstrong, 30 Septimus-st., Erskineville		Head Office, as summ'd.
Randwick	A. E. Vore, c/o Foreman Saunders, Randwick		
Sydney	C. London, Marian-st., Parramatta		Head Office, 1st Thurs.
Singleton	T. Eather, Mary-st., Singleton		Railway Station, 1st Pay Saturday, 7.30.
Stores	J. R. Warby, No. 15 Store, Railway Workshops, Eveleigh		H.O., 2nd Thursday.
Temora	H. J. Fisher, Ganger, Railway Line, near Show Ground, Temora		Meetings as summoned.
Tramway Traffic	A. C. Wallace, 122 Wigram-rd., Forest Lodge		Head Office, 3rd or 4th Monday.
Tram Officers	W. Harding, cr. Terrace Rd. and Riverside Cres., Dulwich Hill		Head Office, Altern. Tues
Tram Signalmen	J. Lang, Lamrock-avenue, Bondi		Head Office Alter. Mon
Tamworth	B. Fallon, Fitzroy-st., Tamworth		
Tram Traffic, Ultimo	G. Mulder, 142 Trafalgar-st., A'ndale		Head Office, 3rd Mon.
Tenterfield	A. Tooley, Railway Stn., Tenterfield		Class Room, 1st Friday.
Trangie	W. E. Warman, Railway Stn., Trangie		
Ultimo Power H'se	V. G. Kavanagh, 51 Fowler-st., Camperdown		
Leichhardt	W. Hartill-Law, "Elgin," Balfour-st., Dulwich Hill		Head Office, as advert.
Wollongong	M. Hegherty, Young-st., Wollongong		Wollongong, 2nd Sat.
Wyong	C. C. Chapman, Howarth-st., Wyong		Masonic Hall, 1st Sat
Wellington	P. Fogarty, Railway Line, Dubbo		Railway Institute.
Werris Creek	E. M. Edwards, Henry-st., Werris C		Meets every 2nd Sat.
Waterfall	George Harwin, Post Office, Waterfall		3rd Tuesday
Taree	A. D. Worrell, Cornwall-st., Taree		Meetings as summoned.
Randwick No. 2	E. Yates, "Camira," Vernon Street, Strathfield		1st Tuesday in month.
Eveleigh Car and Waggon	Thos. Burns, Cumberland-road., Auburn		Head Office, 2nd Wed.
Electric Light	J. Kelly, 114 Rochford-st., Erskineville		Meetings as summoned.
East Greta	H. S. Carruthers, East Greta		Meetings as summoned.

NOTICE.

The General Secretary is available for interview during the following hours and at no other times:—

MONDAYS to FRIDAYS—
9 a.m. to 10 a.m., and
4 p.m. to 5 p.m.

SATURDAYS—
10 a.m. to 1 p.m.

RANDWICK No. 2.

The usual fortnightly meeting of Randwick No. 2 branch was held at Head Office on Wednesday, 17th inst.

Twenty new members were enrolled, and there are twenty more new members for the next meeting. Randwick is waking up to the fact that one big union is the destiny of the workers. Only those that are blind to the significance of world events can fail to perceive this.

As unity is the weapon by which the workers must achieve their emancipation, it follows that the more perfect the unity the wider will be its scope, and the longer its range, and the greater its efficiency as a liberating factor. The leaders of little unionism mean well, but their ideals are hopelessly out of date; they served a useful purpose in the dark ages, but to-day their proper place is in the museum. To meet and defeat the colossal organisation of modern capitalism, the one big union is imperatively necessary.

TAREE.

A meeting of the Taree branch was held at the School of Arts on the 19th inst., Mr. G. Little presiding.

Collector E. Wessell wrote forwarding members' contributions, amounting to £3/7/6, and Collector W. Crumpton forwarded £1/19/0.

Porter Parish, Gloucester, wrote asking if he was entitled to his increase on attaining his 21st birthday, and it was decided to write to Head Office on the matter.

A letter was received from the Wingham gatekeepers, complaining of having to work night and day since the alteration in service and the withdrawing of night porters. It was decided to report the matter to the District Superintendent and ask for night relief or extra pay for night work.

The branch delegate, Mr. P. F. Landrigan, submitted his report of General Conference, which was received and adopted, and on the motion of Messrs. L. Burke and A. Watson a vote of thanks was awarded Mr. Landrigan for the able manner in which he represented the branch.

As the conclusion of Association business the matter of the North Coast railway picnic was further considered. A letter from the District Superintendent was received, stating that the Superintendent of Lines requested that the train should arrive at Paterson at 11 p.m. In view of this, the Committee instructed the secretary to write to the District Superintendent and ask if he could arrange for the train to start from Paterson earlier, so as to enable it to arrive at Taree at 8.30 a.m. or 9 a.m., and thus allow more time at the Old Bar. It was explained that nothing further could be done until the arrival and departure of the picnic train is arranged. It is estimated that there will be at least 200, including children, travelling to the Old Bar. This will necessitate the engagement of other boats, and the band will have to drop out to enable the Committee to provide for the children. On the matter being put to the meeting it was decided that the band be not engaged.

GENERAL STORES.

A meeting of the General Stores branch was held at the Head Office on Thursday, March 11th. Mr. O'Dell presided.

With reference to a letter from the Head Office regarding the case of E. Walsh members were pleased to learn that the Association had obtained another victory for the branch, in so far as Walsh would be the recipient of back pay to the extent of about £6/1/0.

A letter from the Head Office was read, expressing regret at the falling-off of membership in the branch, and in remarking upon it the Chairman said he anticipated that all unfinancial members would pay up their arrears when they became acquainted with the new rules.

The Chairman gave his report of Conference, and also reported that the branch was again successful in obtaining representation on the Executive.

The matter of the Sick and Accident Fund was laid before the members, and it is hoped that they will take advantage of it. Members wishing to do so can obtain all information from their branch secretary.

The next meeting will be held on the second Thursday in April.

ESKBANK.

The monthly meeting of the Eskbank branch was held in the Trades Hall on the 28th inst., instead of on the first Sunday of April, as the 1st will be Easter Sunday.

The President (Mr. Miller) presided.

A large amount of correspondence was read from Head Office and from various branches, in answer to inquiries made re the conditions of fuelmen employed in different depots. This correspondence proves that the conditions of the fuelmen throughout the service are similar.

The various branch accounts were passed for payment.

The contributions are easily the largest for the branch for a considerable time, and everything looks well for future success.

Six new members were proposed, which makes a total of twenty-five for this year. One member has left by clearance, and two more have joined by the same means.

The report of the committee in charge of the smoke concert showed the details to be well in hand, and all that is necessary now to ensure a successful night is the wholeheartedness of members.

DARLING HARBOR.

The monthly meeting of the Darling Harbor branch was held at the Head Office on Saturday, 27th inst. The meeting was held a week earlier than usual, as Easter Saturday would not, in the opinion of the Committee, be a suitable night to hold a meeting. There was a good attendance of members, and President A. Evers occupied the chair.

A communication was received from Head Office re unfinancial members, and it was resolved that the reply be received as satisfactory.

It was also resolved that the report of the deputation (Messrs. Evers and Kearney) who waited on the assistant secretary of the Trolley and Draymen's Union re carters loading empty cases and crates be received as satisfactory.

It was resolved to nominate Mr. Norman Munro as collector for Sydney goods.

With reference to men being arrested for speaking at street corners, it was resolved that a communication be sent to Mr. Black expressing the branch's appreciation of the action he has taken and the hope that he will continue to reform the pre-historic laws that are on the Statute Book.

It was resolved that Mr. Kearney accept the invitation from Lithgow to attend a smoko to be held next month, and that Mr. A. Evers and Mr. A. Thomas accompany him.

Mr. Thomas, Sydney goods, was elected on the Committee to fill the vacancy caused by the resignation of Mr. C. Goodiner.

On the question of collecting at Darling Harbor, it was decided to recommend to the Executive that the man stand off each pay day and collect money from the members, and that his pay be 10/ per day and 2/ per day expenses; that he devote the whole day to collecting; that the present system of collecting be abolished at Darling Harbor; and that the Executive make arrangements for leave for the man appointed as collector.

The matter of yard cleaners at Darling Harbor working short time came up for consideration, and it was resolved that the General Secretary be instructed to write to the Divisional Engineer and ask him to receive a deputation on the subject of the cleaning-up gang working short time, and, failing a favorable reply, that the Board of Health be communicated with.

A resolution was carried, "That this branch recommends that the General Secretary sets aside one night a week, from 7 p.m. to 9 p.m., to interview any member on important business."

It was also resolved that the General Secretary be instructed that the Darling Harbor branch is prepared to send out to country centres a number of organisers in batches of two or more, and wish to know at the earliest possible date as to whether the Executive is prepared to reject or accept the offer.

It was resolved, "That the General Secretary be instructed to write to the Board of Health and inform that department of the filthy state of the yard and lavatory accommodation at the Harbor; special mention to be made of the Murray-street lavatory, which for the past ten days has been in a disgraceful condition, and very dangerous to any person requiring to use it."

NOTICE TO COLLECTORS.

The General Secretary of the Amalgamated makes an announcement:—

When paying money into Head Office it is necessary for collectors to return the books (or the incompleted books) containing the names of the members on whose behalf the money is being paid in. These are the auditor's instructions, and must be adhered to. On and after April 1st lists tendered without the ticket books will be refused.

EXECUTIVE.

A meeting of the Executive of the Amalgamated Railway and Tramway Service Association was held at Head Office, Bowen's Buildings, on Tuesday, 23rd March, 1915. There were present Messrs. E. D. Campbell (president), V. G. Kavanagh, J. McDonald (vice-presidents), H. S. Odell, M. A. O'Donnell (executive officers) and Claude Thompson (General Secretary).

An apology was received and accepted from Mr. E. Lawless (general treasurer), who was working on night shift.

PICNIC AND ART UNION.

With reference to the recommendation of conference that an Association picnic and art union be held in conjunction with the Railway Band, it was resolved that a mass meeting of all members of the Railway and Tramway Service Association be called, and that dodgers be printed and distributed wherever possible, and that a committee be appointed, representative of each branch of the Association, such committee to draw up a scheme for approval. Arrangements for the meeting were left in the hands of the General Secretary.

The question of the amount of liability which the Association was prepared to incur was held in abeyance.

WAR RETERENCHMENT.

The matter of retrenchment in the Railway and Tramway Service owing to the war, was again earnestly considered. Communications were received from a number of branches, making general complaints. It was resolved that the General Secretary circularise all branches where there are Loco. Depots, asking for specific cases and ample facts. Upon receipt of these, a strong forceful case will be placed before the Labor Party, or if necessary the Chief Commissioner.

POWER HOUSE MATTERS.

The General Secretary reported that on behalf of the Ultimo Power House branch he had taken up the case of the enginemen, laborers and general hands, with the Chief Commissioner, asking that they be paid the rates applicable to the men performing similar duties outside the service. After discussion it was resolved that these matters be left in the hands of the vice-president, Mr. V. G. Kavanagh, who is also the secretary of the branch.

ESKBANK RE-UNION.

A letter was received from Mr. J. J. Griffiths, secretary of the Lithgow branch of the Association, inviting the general secretary or an executive officer to attend the annual re-union of the Eskbank branch, to be held on 17th April. It was resolved that the General Secretary be deputed to attend.

A letter was received from Mr. C. London, secretary of the Sydney No. 1 Branch, relative to a line of demarcation for the work of fitters' assistants. It was resolved to leave this matter in the secretary's hands.

NEW BRANCH AT LIVERPOOL.

The General Secretary reported that he had interviewed Mr. J. H. Stone, night officer at Liverpool, who stated that endeavours were being made to form a branch of the Association at Liverpool. Mr. Thompson explained that he had pointed out the proper procedure to Mr. Stone, and Mr. Stone had stated there would be no difficulty in securing at least 20 names to a requisition for a new branch.

1915 MEDALS (OR BADGES).

The General Secretary reported that 400 1915 medals were in stock, and asked the executive to define a future policy regarding the medals. It was resolved that as from the beginning of the April-June quarter the medals be presented to those members who pay in advance for the three remaining quarters of the year, that is to say, 9s. for full members and 4s 6d for boys or women who are not earning more than 5s per day. It was determined that upon the present stock of medals being exhausted no more are to be ordered. The General Secretary was instructed to notify branch secretaries and collectors accordingly.

A request was received from a branch that members be allowed to pay for their medals by instalments. It was resolved to inform the branch that this request could not be entertained, as the medals in themselves being a receipt, could not be recalled after they left the secretary's hands. Furthermore, to allow members to pay in instalments for medals would defeat the object for which the medals were established.

ORGANISING.

The General Secretary reported that he had attended at Mount Victoria and delivered an address, and had also spoken at Tempe, Mosman, and other places, in pursuance of the organising tour undertaken by him. In addition he had engagements at the Eveleigh Car and Waggon Department and at Wyong.

FUTURE ORGANISING.

Very grave consideration was given to the question of the best means to organise efficiently the Railway and Tramway Service. Finally the General Secretary was instructed to prepare a report for presentation to the next executive meeting the report to be made the first business after the accounts.

CONFERENCE AND COUNTRY BRANCHES.

A complaint was received from the Byrock branch that delegates from country branches were disappointed at not being allowed an opportunity to speak on country branch resolutions. It was stated that this had occurred at several other conferences and was most discouraging to country branches. Members of the executive recognised that owing to the far-reaching effects of many general resolutions, it was deemed advisable to put these on early, and unfortunately owing to the diffuseness of some of the debates, little time was allowed for country business. It was resolved that Byrock branch be informed that the executive before next conference would consider carefully the drafting of new standing orders, and would undertake that country business should be given first place on the business sheet after the adoption of the president's and general secretary's report.

DARLING HARBOR MATTERS.

A letter was received from the secretary of the Darling Harbour branch, relative to the wrongful arrests at Darling Harbour. It was resolved that inasmuch as the Attorney-General had stated the matter was outside the scope of his department, and that Mr. J. H. Cann, Chief Secretary, had declined to receive a deputation, that it would be best if the acting Premier be asked to receive a deputation. The general secretary was instructed to make the necessary arrangements.

POSTING OF VACANCIES.

A letter was received from the secretary of the Orange branch, complaining that vacancies in the Loco. branch of the Service were not being posted at Orange. Members of the executive stated that when the last conference resolutions were placed before the Chief Commissioner, Mr. Harper stated that inquiries would be made with the object of giving men of the Locomotive branch in the country better opportunities for applying for vacancies when they occur. This would be done in the posting of the notices. It was resolved that a note be made, and the Chief Commissioner reminded thereof.

BIG UNION FEDERATION.

Mr. J. H. Catts, M.P., General Secretary of the Australian Union Federation) usually caled the Big Union Federation) was unanimously re-elected a delegate from the Association to the Big Union Federation, and the general secretary was instructed to notify Mr. Catts accordingly.

Consideration was given to the question of the spheres in which the Eveleigh Car and Waggon branch and the Sydney branch should operate. The president reported that he had conferred firstly with Messrs. London and Quartly, and later on with all the collectors in the Car and Waggon branch, at Eveleigh. He found a number of diverse opinions existing. Some were in favor of disbanding the Car and Waggon branch, others in transferring bodily the whole of the membership of the Sydney branch now working in the Car and Waggon Department into the new branch. Finally, after considerable debate, it was resolved that all members of the Sydney branch who do not specifically object, either personally or through their collectors, are to be transferred to the membership book of the Eveleigh Car and Waggon branch. Those who do object, either personally or through their collectors, are to be retained as members of the Sydney No. 1 branch. This decision is to operate as from the beginning of the new quarter. The general secretary was instructed to notify the two branch secretaries, and all collectors in the Car and Waggon Department at Eveleigh.

Staff Changes and Promotions

RAILWAYS.

Week Ended 20th March, 1915.

APPOINTMENTS.

Loco. Branch.—Call Boys: C. J. Maroney and A. V. Myers, Eveleigh.

Per. Way Branch.—Fettlers: John D. Matthews, Parkes-Condobolin; Patrick J. Dawson, Byrock-Brewarrina; Thomas McGeorge, Dubbo-Coonamble; Frederick Weatherby, Junee-Hay; John Pryor, Junee-Hay; George Wallace, Narrandera-Finley; Henry Smith, Temora-Barellan; Frederick Perrott, Temora-Barellan; Luke Marzol, Lockhart-Clear Hills.

Traffic Branch.—Junior Porters: Leslie A. Chatois, Bourke; Michael A. Stack, Bogan Gate; Thomas H. J. Pasfield, Stanmore; Jas. J. Slattery, Flemington; Alexander V. Caulfield, Granville; Walter Rodgers, Wollongong; Ronald McTaggett, Seven Hills; Ernest Magnall, Ryde; Reginald N. Clifford, Killara. Messenger: William F. Thorn, Sydney Despatch Office.

Electrical Branch.—Probationer: Thomas William James Uren, Orange.

Signalling Branch.—Power Signal Electrician: James W. Molyneux, Sydney; Aaron Baker, Petersham. Striker: Percy Fortington, Sydney.

PROMOTIONS.

Per. Way Branch.—Leading Carpenter to Sub-foreman: Arthur Kercher, Goulburn. Fitters' Improver to Fitter: Holt King, Goulburn. Fettlers to Gangers: William Harrison, Junee-Hay; John Huggett, Junee-Hay; Sylvester Bayliss, Junee-Hay.

Traffic Branch.—Porter to Shunter: James W. McNally, Cowra. Junior Porter to Porter: Roy M. Cross, Wallerawang. Shunters to Guards: Michael Kelly, Wallerawang; Palmer McP. Mason, Sydney; Roy E. Hunt, Werris Creek. Porter to Signaman: John Rohan, Tempe. Car Conductors to Ticket Collectors: George H. Edney, Sydney; Robert Mayo, Sydney. Foreman to Assistant Yard Master: John Bruce, Sydney.

Loco. Branch.—Apprentice Fitters: V. Mitchell, H. Marsden, Eveleigh. Laborer: S. Cotter, Eveleigh. Ganger: W. Bones, Eveleigh. Lifter's Assistant: H. McCarron, Eveleigh. Gland-packer: J. Hyslop, Eveleigh. Storeman: G. Polson, Eveleigh. Fitter: W. Taylor, Goulburn.

RESIGNED OR LEFT THE SERVICE.

Per. Way Branch.—Rough Carpenter: Charles Perry, Hurstville-Kiama. Bricklayers' Laborer: Charles Copperwaite, McDonaldtown. Fettlers: Horace Ryder, McDonaldtown; Andrew Wallron, Concord West-Hornsby; Charles Murphy, Goulburn-Bungendore.

REMOVALS.
RESIGNED OR LEFT THE SERVICE.

Traffic Branch.—Junior Porters: Douglas R. N. Bates, Trangie; Gordon L. M. Landers, Cabramatta; Charles H. C. Shaw, Hurlstone Park; John F. Duffy, Rockdale; James Smith, Roseville; Leslie J. Weston, Sydney C.C. Sheds; Leonard O. Seach, Sydney C.C. Sheds; William F. Woods, Sydney C.C. Sheds; Horace H. Beasley, Sydney Relief Staff. Porters: David W. Hadlow, Darling Harbor; Walter J. Evans, Harden; Thomas O'Donnell, Erskineville; Mitchell J. Bennnett, Yard Master, Sydney. Attendant: Esther R. McMahon, Miandetta. Guard: William J. Magill, Sydney.

Electrical Branch. — Probationer: Francis C. Durack, Sydney.

Signalling Branch.—Striker: Walter Chapman, Sydney.

DECEASED.

Loco. Branch.—Fitter: R. Jones, Junee.

APPLICATION FOR NEW AWARD FOR EAST GRETA MEN.

(Continued from Page 1.)

Mr. Thompson said as far as the Union's application was concerned, they had evidence to show that increased rates would not be detrimental to the East Greta Company, inasmuch as there had been increases in the passenger traffic during the period covered by the award. They had been working under an industrial agreement that had expired.

Mr. Thompson said negotiations were in progress for a new agreement, but had been interrupted by the war. He quoted from a newspaper stock exchange list that the Company's coal dividend was 10 per cent., though he did not know the date on which it was paid, and the shares were at a premium, which he maintained showed the Company to be in a vigorous financial position. The goods traffic, other than coal, had been well maintained, but less coal had been carried owing to the continuance of the strike.

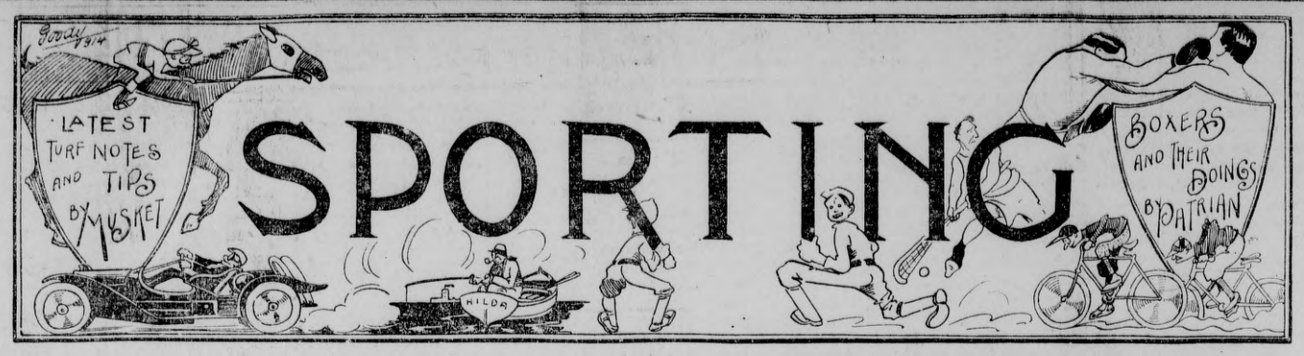
Mr. Neilson: West Wallsend and Seaham railways carry passengers.

Mr. Thompson contended the traffic on those lines was small in proportion to that on the East Greta Company's lines. Since the agreement was signed, three and a half years ago, men in the Government service doing precisely the same classes of work had received increases, and there had been a sharp increase in the cost of living. In view of all the circumstances, therefore, he did not see that the East Greta Company could be injured by the increases asked for. He asked, as an alternative, that an award be made providing that employees on the Company's railway should not be paid rates less than those applicable to men performing similar duties on the lines controlled by the Chief Commissioner for Railways. Even though a state of war existed, he could see no good reason why an apparently prosperous mining company could not pay the employees similar rates to those paid by the Chief Commissioner. As a further alternative, they asked for the renewal of the agreement just expired, on the ground that the employees were absolutely at the mercy of the Company.

Mr. Justice Edmunds said they were entitled to the renewal as a matter of course. Without prejudice to their claims for increases, the Unions could apply for a renewal of the award, and the agreement as emergency awards.

In reply to Messrs. Burgh and Waller, his Honor said the Court could take no cognisance of the channel through which the applications came, but if there was an overlapping the Board could direct the class of labor in dispute into its proper source, in doing which it would be guided by the facts as to which Union would be the most serviceable to the persons concerned. The parties could apply for the emergency award, and then if they desired to persist in their applications for increases, the preliminary inquiry he referred to would have to take place. If that course were followed, the Board would deal with the applications as quickly as possible. The Board, moreover, could take no cognisance of conflict between unions unless there was overlapping. After further discussion Messrs. Waller and Thompson intimated that the formalities connected with applications for emergency awards would be complied with. The Board then adjourned sine die.

Speaking at Albury on Monday, Mr. R. T. Ball, the leader of the so-called Country Party, said the party was prepared always to oppose Socialism. He might have added "except the kind of Socialism that will directly benefit the farmers."



THE TURF.

Modify, who ran the fastest gallop at Victoria Park on Tuesday morning, is in the Doncaster Handicap with 6st 7lb.

* * *

The Cup Favorite is Ulva's Isle, who is at a short price. Cisco and St. Spasa are next in demand, while Carlita, Sir Alwynton and Onanzer was well in the market.

* * *

The Queenslander Frasca went well over nine furlongs at Victoria Park on Tuesday, but Ulva's Isle, who went with the northern crack, was going easily at the finish.

* * *

Flash of Steel was backed for a good sum during the week for the Doncaster Handicap.

* * *

Ulva's Isle galloped remarkably well at Victoria Park on Tuesday.

* * *

Woorak galloped well over six furlongs at Victoria Park on Tuesday. The chestnut was favorite for the Doncaster last week, but now that Garlin has come into the market his price has lengthened a couple of points.

* * *

Merrimax, Silver King and Bibbenluke, who are engaged in the Hurdle Race at Randwick on Saturday, worked at Victoria Park on Tuesday morning. Bibbenluke appears to be in good nick, and the jumping race should be won by him.

* * *

Garlin, who is now favorite for the Doncaster Handicap, galloped seven furlongs at Victoria Park on Tuesday morning, with L. Fisher in the saddle. He was not all out to record 1min 34sec for the trip, and as the going was on the slow side the spin was a good one.

* * *

After the last race at Victoria Park on Saturday, a trotting match took place between Miss Doris and Blue Flyer, two tradesmen's horses. The odds were laid "on" Blue Flyer; but, despite the fact that she lost several lengths at the start, Miss Doris panned out much too good, and won easily in 2min 45sec, which is a very good spin for a sulky horse.

* * *

The Chieftain gelding Playboy showed remarkable dash in the Unhoppled Handicap at Victoria Park on Saturday. He started from 140 yards behind scratch, and at the end of three furlongs he had made up fully 100 yards. It then looked any odds on him winning, but at the turn he broke badly, and eventually filled second place, about a neck behind Junee.

* * *

Wappnell finished extra well in the Progressive Handicap at Victoria Park on Saturday.

* * *

Victorian horses filled first and second places in the Flying Handicap at Victoria Park on Saturday. The prize went to Nellie Mind, who scored nicely from Medicine.

* * *

Bookmakers should be extra wealthy on Monday. Randwick Races on Saturday.

* * *

Boomalli, an ex-Sydney hurdler, won the Flying Handicap at Bathurst on Saturday. His opponents must have been of the 'bus horse order.

Mary Malster, who is well known in Sydney, finished second at Aspendale Park on Saturday.

* * *

Lord Clarit won a double at the Bathurst Races on Saturday.

* * *

Winners at Maitland on Saturday were: Lord Burses, Macacus, Chiel Boy, El Chico and Bay Brush.

* * *

At the Perthville Races at Bathurst on Saturday, a jockey named Griffiths rode four winners.

* * *

Wishing Cap, who finished second in the Australian Cup, put in a great run over the last part in the Hawkesbury Handicap on Saturday. He should run well in the Sydney Cup, in which he has 8st 2lb.

* * *

Garlin ran last at Rosehill, but a week later scored easily at Hawkesbury. If the little fellow can further improve at that rate, he is a "dead bird" for the Doncaster Handicap

* * *

The Lintie should turn the tables on both Brattle and Gigandra in the Doncaster Handicap.

* * *

A. Wood will ride Imshi in the Doncaster Handicap.

* * *

L. Fisher will steer Garlin in the Doncaster Handicap.

* * *

Dear Laddie, who won the Two-Years'Old Handicap at Hawkesbury, cost 1900 guineas as a yearling.

* * *

Winners at the Victoria Park Trots on Saturday were: Lady Elmo, Myall King, Nellie Mind, Southern Hemisphere, Junee and Rockmore.

* * *

The imported horse Land of Song has gone wrong, and he will not be seen in action at the A.J.C. Carnival.

HAWKESBURY.

WINNERS, S.P., RIDERS.

Brattle, 5 to 4 (Lilyman).
Dear Laddie, 10 to 1 (Bracken).
Grab Apple, 4 to 1 (Reynolds).
Lochano, 10 to 1 (Maher).
Garlin, 7 to 4 (Fisher).

* * *

A very large crowd made the trip to Clarendon, where the old Hawkesbury Club held its meeting on Saturday.

* * *

Many of the Doncaster Handicap candidates were withdrawn from the Flying Handicap, and of those left in Brattle appeared to stand out alone. The Malster mare was always firm in the betting, and went out at 5 to 4.

* * *

Prince Palantine, Best Scot and Brattle were first away, and when going Brattle held a big lead from Best Scot, with Prince Palantine, Headwind and Gigandra next.

* * *

Prince Palantine was handy to the leader at the home turn, and at the distance Gigandra looked to have a great chance of downing the favorite, but she finished gamely and just beat the Ibex horse, with The Lintie a good third. Prince Palantine was a poor fourth, Wyadra fifth and Headwind last.

* * *

The Bathurst "pony" Nellie Grafton was made favorite in the Two-Years'-Old Handicap; while of the others Kagal was mostly in demand.

* * *

Dear Laddie was first off, and at the five furlongs led from Nellie Grafton, with Sir John Barleycorn and Wedding Day next. Lady Buddah was in charge at the half-mile from Sir John Barleycorn, Bulbo and Dear Laddie, but Sir John Barleycorn showed the way into the straight to Bulbo, Chantry, Rosedell and Dear Laddie. Rosedell led at the distance from Chantry and Dear Laddie, but the latter, finishing fast, won easily from Wallace Isinglass, with Wedding Day a fair third. Chantry was fourth, New Ireland fifth and Rosedell next, while Halbronn whipped in

* * *

A moderate lot went out in the Park Stakes, the favorite being Grab Apple.

* * *

Prince Ruenalf led at the seven furlongs from Lord Algie, Gay Gun and Rardini, but at the half-mile Lord Algie was in charge from Prince Ruenalf and Entertainer. Grab Apple went to the front at the three furlongs, and although challenged by Gay Gun, the favorite managed to score by a head from the Machine Gun gelding. Calweera was a fair third, Prince Ruenalf fourth and Entertainer fifth, while Rardini was last home.

Secret Service went out favorite in the Hawkesbury Handicap, but after leading at the distance he failed to fill a place.

* * *

Tofua led past the stand from Sir Vive and Secret Service, but going out of the straight Sir Vive was in charge from Tofua, Secret Service and Lady Boniform. Secret Service joined Sir Vive at the five furlongs, and at the half-mile headed him. At the three furlongs Secret Service led from Tofua, Sir Vive and Trinobantes, and at the distance the favorite was just in front from Tofua, with Lochano and Sir Vive coming fast. A good finish resulted in Lochano just winning from Sir Vive, with Wishing Cap, who came from last, a good third. Secret Service was fourth, Tofua fifth and Trinobantes next, with Wirrilla last.

* * *

Garlin was always favorite for the Highweight Handicap, and after being handy over the early part of the race, he won easily from Royal Laddie, with Toast a good third.

* * *

Royal Laddie led at the five furlongs from Hobble Skirt, with Garlin next, but on entering the straight Garlin headed Royal Laddie, and had little trouble in beating him in the run home. Hobble Skirt was fourth and Metallicus last.

N.S.W.T.C.

A big programme was run through at Epping on Tuesday. Caroline Wood, an odds on chance, easily won the unhoppled division of the Sires' Produce Stakes from Princess Chimes; while the hoppled race was won by St. Paul, who was all out to beat Alice, the latter leading to within fifty yards from home. The winner went out at 5 to 2 "on."

* * *

Blackrock easily won the first division of the Trial Stakes from Betsy Trotswood and Leichhardt. The latter broke badly early in the race.

* * *

Millie's Bobbie practically led all the way in the Trial Handicap, and won easily from Medlow Chief, with Marvel Rock third. The favorite, Mountain King, broke soon after the start, and afterwards had no chance of scoring.

* * *

Esmond Huon won the Glebe Handicap comfortably from Rowell, with Uhlan a fair third, and the fast-finishing Myall King fourth. The latter ran extra well.

* * *

Retford Bells appeared to be beaten when a couple of furlongs from home in the Flying Handicap, but she finished gamely under the whip, and just beat Fleetfoot, with the favorite, Nan, who lost about five seconds at the start, a good third.

* * *

Rockwood led for just on the whole trip in the Tramway Handicap, but Napnell, finishing fast, got up in time to make a dead heat of it with the Rock Huon gelding.

* * *

Rowell led all the way in the Trotting Club Handicap, and won by half a length from the favorite, Princess Direct.

* * *

Clarewood finished well in the Epping Handicap, and won nicely from Winifred and Royal Oak. The latter led for about a mile and three furlongs.

* * *

The stewards held an inquiry into the running of Medicine in the Flying Handicap, but the explanation given was accepted.

ANTICIPATIONS.

A.J.C.

FIRST DAY.

HURDLES.
Bibbenluke or McGrath's Elect.

AUTUMN STAKES.
Ulva's Isle or St. Spasa.

SIRES' PRODUCE STAKES.
Two or Red Signal.

DONCASTER HANDICAP.
Traquette or Garlin .. 1
Woorak 3

A.J.C. ST. LEGER.
Mountain Knight.

HIGHWEIGHT HANDICAP.
Moving Picture or Royal Laddie.

SECOND DAY.
SYDNEY CUP.
Ulva's Isle 1
Cisco 2
St. Spasa 3

SPORTING SPARKLETS

Miss Fanny Durack is still at the record-breaking business At Newcastle on Saturday the woman swimming marvel broke the world's record for 500 yards by 19 2-5 sec.

* * *

The 100 yards Swimming Championship of Northern Districts at Newcastle on Saturday resulted in a win for H. Field.

* * *

The Randwick swimmer, J. Dexter, won the 150 yards Invitation Handicap at Newcastle on Saturday from C. Thomas, in 1min 41 3-5 sec.

* * *

A. Henderson won the Diving Championship of the Bondi Amateurs on Saturday.

* * *

The 100 yards Bondi Amateur Swimming Club's Championship was won on Saturday by F Coulson, who put up 1min 4sec for the distance.

* * *

G. Lyons won the 100 yards School Championship at the Fort-street School's Carnival on Saturday in 61 3-5 sec.

* * *

C. Smedley won the 900 yards Longworth Cup Handicap at Rose Bay on Saturday in 14min 8sec.

* * *

At Bathurst on Saturday A. Pringle won the High School's 100 yards Championship in 1min 5sec.

* * *

F. Surey won the College 100 yards Championship in 1min 42sec.

* * *

A. Cox, from scratch, won the Handicap Sculls at the Balmain Club's Regatta on the Lane Cove on Saturday from J. Hoskins (6sec), with A. J. Byrne (25sec) third.

* * *

The second deciding round in connection with the Cricket Competition was concluded on Saturday.

* * *

Glebe defeated Waverley by 120 runs on the first innings' scores.

* * *

Petersham downed Paddington on the first innings' scores by 64 runs.

* * *

Balmain beat Middle Harbor by an innings and 220 runs.

* * *

Western Suburbs accounted for Sydney by 92 runs on the first innings' scores.

* * *

Gordon went under to Central Cumberland on the first innings by 77 runs.

* * *

North Sydey beat University outright by 6 wickets

* * *

Cullen bowled well for Glebe, his figures in the first innings being 6 for 39.

* * *

Callaway batted well for Waverley, his score being 90.

* * *

Noble (4 for 26) and Winning (5 for 26) were responsible for Petersham's poor total of 64 in the second innings.

* * *

Scott (5 for 28) and Andrews (5 for 46) also responded well against Noble's team.

* * *

Wall was in great form with the ball on Saturday, when playing for Balmain against Middle Harbor. He took in all 14 wickets for 29 runs.

* * *

Wall is a left-hander with medium pace.

* * *

Dupain (4 for 21) and Docker (4 for 53) were in good form with the ball for Western Suburbs against Sydney.

* * *

Tozer (59) was Sydney's best batsman.

* * *

Macartney took four wickets for 13 for Gordon against Central Cumberland.

* * *

Fathers (3 for 8) and Coogan (4 for 30) were Central Cumberland's best bowlers on Saturday.

* * *

Bardsley (62 not out) batted well for University against North Sydney on Saturday.

* * *

North Sydney lead in the Competition from Western Suburbs, with Sydney in third place.

* * *

George Gray defeated Stevenson in a billiard match of 18,000 up on Saturday.

BOXING.

NOTES.

On Easter Monday, Harold Hardwick will make his second professional appearance in opposition to Mick King. He is under bond not to outscale 11st 10lb. If he accounts for slippery Mick, he is doing well, but most people will just say King was out of his class, and the victory won't carry much kudos. If he loses to the elusive Westralian, Hardwick stock will be worth about 2d. Why a young boxer of so much promise allows himself to be inveigled into signing up for a scrap like this so early in his career passes comprehension.

* * *

Barring accidents, Darcy ought to punch the stuffing out of Demlin on Saturday. If he does not, there is no such thing as form in pugilism. Demlin is tough and all that, but he is not in Darcy's class on his last performance. The fact of his being a Belgian may make the kind-hearted Maitland lad ease off a bit, but it certainly shouldn't. If Darcy is wise and wants the decision, he should profit by Loughrey's experience, and make it a clean-cut one.

* * *

Boxing fans and the sporting public generally will sympathise with Mr. R. L. (Snowy) Baker over his recent motor accident, which ended fatally for Redmond, the news editor of the "Sun." Mr. G. M. Redmond's face was a familiar one at the ringside, and he was a fine, manly chap right through. Up to the time of going to press, various rumors regarding "Snowy" Baker's progress were afloat, but we sincerely hope he will recover from the effects of his spill.

* * *

Frank Loughrey, the good-humored American lad, had every reason to feel sore concerning the decision given against him on Saturday week. Apart from the injury to his feelings, his cut of the Demlen fight was only £92. Out of that he had to pay his expenses, his manager's 25 per cent. cut and also £50 side bet to the victorious Belgian.

* * *

The secret of Loughrey's punching has been at last exposed. Many people wondered why he always kept up such a regular tattoo on the tummy of his opponent; why every round saw him swinging both arms in such methodical time, and why, furthermore, he often had such a "far-away" look in his eye during the process. The secret is Frank is is taking music-lessons—well, piano lessons, to be exact. When he now faces his opponent he is counting "one-two-three and one-two-three" to himself while he hums the last section of "The Maiden's Prayer." You can always tell when he comes to the "hurry-up" bits. Frank thinks it is a great stunt—it keeps him at home and out of mischief. The only trouble is, he finds it so darned expensive. Already he has worn out three pianos in five weeks, and every time he left-hooks the bass or puts a right cross on to the treble, it costs at least a dollar for repairs. Anyhow, music is a great thing!

* * *

Last week I alluded to a scrap that I witnessed between two miners over in New Zealand, and I think the circumstances are worth repeating. It is the habit of the older boxing scribes to look back with a reminiscent eye and tell of the bare knuckle fights they witnessed at the "White Horse" in "Larry Foley's Day," or on the banks of the George's River, or up Middle Harbor, etc., etc. We scribes of the younger generation are deprived of the privilege of writing up ancient history in most instances, so that the occasion under review is all the more interesting, inasmuch as it was fought under rules and circumstances very similar to the old prize ring days—but took place just a few years ago, and was witnessed by a scribe who didn't land with Captain Cook.

Like most fights, it arose over a girl, and a mighty plain one at that She lived at Waikino, in the Waihi mining district of New Zealand, and was wooed by a bloke who had only one arm. Evdently the fair one did not find the pressure of one arm sufficiently satisfying, as she yielded to the blandishments of a two-handed cove (I don't remember any of their names), who at the same time was the toughest nut in the tough mining community of Waikino.

It would appear to the ordinary individual that "One Arm's" cake was dough so far as satisfaction or revenge was concerned, but not so. He had a pal—a long, raw-boned, red-headed lad of Irish extraction, who worked in a drive up in the God-forsaken little Golden Belt mine, in the more God-forsaken village or hamlet or settlement of Neavesville, away up in the hills. I don't remember his other name, but his first one was "Mick." To him the injured one sent an S.O.S. signal, and asked him for the sake of his friendship, his love of Ireland and five quid, to undertake the licking of the —— cow that had beaten him for his —— tart!

The result of the negotiations was observable the following Sunday morning in a paddock at the back of the pub at Mackaytown, a quiet, little, picturesque spot halfway between Waikino and Paeroa. Many of my readers will probably know it. The men were there with their seconds, in a roped square amidst a fair crowd of followers and backers, while outside the fence was quite a respectable gathering of buggies and saddle horses. This was at 8 o'clock, mind you! An hour later every vehicle in the countryside must have been hung up alongside that fence.

At half-past eight the men got to it. They stripped on lines very similar to Albert Lloyd—tall, rangy fellows, all sinew and bone, and as hard as the quartz from which they wrested their daily bread. The fight was to a finish, wrestling thrown in, and every time a fall came off they went to their corners for a spell. Sometimes the interval was long, sometimes short. Sometimes one would rush the other, and both would go to the ground; at other times it would not be until after fierce and bitter gruelling that the respite was earned. The contest was governed mostly by infighting—real "all in" methods—and the way they stood the strain was marvellous. For over two hours and a half they stood up to it, the flesh literally stripped off their faces; their bodies a mass of bruises, and their hands burst and swollen. Neither man seemed able to deliver a k.o., although hard knocks were as plentiful as Earle Hermann's creditors. It was only through sheer inability to stand up that the original offender had to give in at the end, whilst the victorious "Mick" was swaying like a drunk at 11.5 p.m.

The combat had raged for about an hour, and the assembled crowd were kicking up a very fair-sized row. This caused me to remark to a miner standing near me, "Isn't there a policeman in Mackaytown?" to which he replied, "Yairs; that's 'im over there—the big bloke wot's refereein'."

ALBERT LLOYD'S DEBUT

AUSTRALIAN WINS NICELY FROM AMERICAN WALTER COFFEY IN TWENTY ROUNDS.

AN UNEVENTFUL ENGAGEMENT.

(By "PATRIAN.")

The Coffey-Lloyd upheaval was a comparatively mild kind of earthquake. Albert Lloyd is a typical Australia in build, lean and sinewy—a bluegum body, with stringy-bark trimmings, as it were. He was much too anxious and much too overtrained. If he is going to fight long in the 11st 4lb vicinity, his break-up is only a matter of time. A man must have some fat to draw upon when undergoing a big physical strain, and when he tackles it looking like a blackfellow's dog the strain is placed on his stamina and system, with disastrous results. This weight-making craze is, in this writer's opinion, the weakest point of modern pugilism. It puts the idea into men's heads that they can keep on making a ridiculous limit, takes them out of their class, saps their stamina and accounts for their early fade-away from the realms of the ring.

These remarks do not apply to Walter Coffey. He has the figure of an amicable barmaid or a retired ballet dancer so far as his legs are concerned, and it seems remarkable on his appearance that he only scaled 11st 5½lb, or 1½lb heavier than Albert Lloyd. Coffey is more or less a back number. Two or three years ago his name figured in block type in the New York papers; to-day you couldn't find it with a magnifying glass. He was right in the boom then, and got away with some notable scalps, but he was one of those short-lived meteors who flash across the pugilistic sky and burst into pieces with their own velocity. The piece that struck Sydney is certainly a tough piece, and when the others were all joined on it must have been a tolerably stiff combination. Like most of his compatriots, Coffey has a good hard jaw and a good game heart. He stopped many fierce thumps with his eating apparatus, and got badly cut over the left brow from a head-on collision. He stuck gamely to his guns, however, and in spite of being pretty dicky at the finish had the satisfaction of being on his feet, and of never having left them during the twenty rounds.

It is hard to estimate Lloyd's ability on his showing, as he marred so much of his work with clinching. His mental condition was much the same as Harold Hardwick's in his first Stadium appearance. His muscles were tensed up, and once he had delivered a punch he rushed to close quarters, and then the inevitable clinch resulted. Walter Coffey's long suit used to be a right swing to the ribs, and he broke several sets of slats with this punch in his palmy days, amongst them being those of Frank Loughrey's brother. He got the punch home several times on Lloyd's. He didn't break them, however, although he may have bent them. Lloyd could tell you better than I can.

RIFLE SHOOTING.

GOULBURN RAILWAY AMBULANCE RIFLE CLUB.

The following were the prize-winners in the monthly prize shoot fired on the 20th instant. Conditions, ten shots at 200 yards. The handicaps are in brackets:—

A. Wilson (2), 50; S. Higgs 4), 50; W. Hamilton (5), 50; N. Piggott (7), 50; J. Guymer (7), 50; G. Waller (7), 50; W. Foster (7), 50; J. Jeffries (10), 50; Captain W. Funnell (1), 49; W. Kearns (1), 49; C. Hudson (2), 49; J. Cooper (scr), 48; A. Abbey (scr), 48; E Denney (scr), 48; E. Ingleton (1), 48; H. Couchman (2), 48; S. Yeates (4), 48; J. Painter (5), 48.

BATHURST RAILWAY RIFLE CLUB.

Shooting fourteen shots at 500 yards, in two stages, the competition at Bathurst on Saturday, 20th inst., resulted as follows:—A. Lenertz 60, R. Smith 60, G. Burns 59, J. Hitchcock 57, E. Richardson 56, C. Tennant 55, O. Sims 42, J. Cross 42, S. Hubbard 41, J. Hemsworth 40, E. Edmunds 36, H. Lowe 33, J. Monk 31, J. Innes, senr., 29, R. Millard 29, J. R. Innes 26, F. Johnson 20.

MR. GEORGE CANN AND THE STATE LABOR PARTY.

The Liberal papers reported that at the recent meeting of the Nepean Federal Labour Council the question of withholding the selection of the candidate to contest the next election in the Labour interest was discussed. It was pointed out that greater assistance would have to be given to the Australian Labour party, and that all aspirants for the seat should state their views on the Referenda before the selection took place. Mr. George Cann, M.L.A., made a viborous attack upon the State Labour party, of which he was recently elected a member, stating that the reason that Nepean and the Referenda were lost to the party at the last elections was the treachery displayed by the leaders of the State Labour party. It is stated that the majority of the council was not in accord with Mr. Cann.

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ARTICLES AND CONTRIBUTIONS.

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

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

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

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THURSDAY, APRIL 1, 1915.

WASTRELS AND SLUMS.

THE PHILOSOPHY OF MR. COCKS.

A cynical philosopher once said that even the gods cannot successfully contend against stupidity. We are impressed with the truth of this statement whenever some exceptionally stupid person, who, through some mischance, has attained a position of responsibility, expresses a dogmatic opinion upon a subject the genesis of which he is too stupid to understand. The latest example of this kind of foolishness came to light last week, when a New South Wales legislator, in giving evidence before the Victorian Housing Commission, expressed the opinion that the slums are made by the wastrels of society. Improvidence, he said, drove people to the slums, and most of the dwellers therein had lost their self-respect and were unemployable. When asked what he would do with them, he jauntily replied that he would make them work.

The wisdom of Cocks passeth all understanding!

During the last quarter of a century a great many very intelligent men and women in England, America ad the Continent of Europe, among whom were Cardinal Manning, Mr. S. Rowntree, Sidney Webb, Lord Salisbury, Lord Carrington, General Booth, Mr. G. Cadbury, W. T. Stead, Rider Haggard and scores of others, whose names one cannot for the moment bring to mind, studied this question in all its bearings, and unearthed mountains of facts during the course of their investigations; but we cannot remember one instance wherein, as the result of their inquiries, any of these students of sociology made the slum dweller responsible for the existence of the slums. That proud distinction was, it seems, reserved for this New South Wales legislator. We should not be at all surprised to learn that the same legislator still entertains the belief that the earth is a fixture, and that the stars are punctures in the floor of Heaven through which the light shines.

A rudimentary knowledge of the laws of cause and effect would have saved this New South Wales legislator from making himself ridiculous.

The term "wastrel" could be more appropriately applied to slum landlords, who do not care what happens so long as they are permitted to collect the rents for their hovels, and who are so lost to any sense of self-respect that they are prepared to take advantage of the necessities of the poor in order that they may themselves live in luxury and ease.

A PARABLE.

Along the tram route over which the writer passes every morning on his way to the city, and just near a red post, in a very mean street, there is a very mean house; and on the narrow verandah of that house, stuck away in the corner near the wall, there is to be seen an old, battered, weather-beaten butter-box full of soil. From the box there is growing, or, rather, attempting to grow, a pine tree. It is a sorry spectacle. Hidden away from the sun, and deprived of nutriment, the tree, which is many years old, has become an ugly, attenuated, sapless wastrel, and is neither ornamental nor useful. On the inside, towards the wall, there are only one or two short, stunted branches, and on the side facing the street there are some half-dozen that have grown outwards towards the sunlight and the fresh air, which to trees as well as to men are as the breath of life. The meagre foliage on the half-naked branches is the color of the asphalt roadway, save at the tips, which are emerald green because they project a few inches from the gloomy cave in which the tree is imprisoned. The top of the tree is curved over, and is hanging down in a manner pathetically suggestive of dejection and despair, the roof of the verandah having prevented it from growing any higher. If the tree were taken out into the open so that one could obtain a good view of it, what a sorry sight it would present to the eye of the least observing of men! Its deformities would be accentuated and it would be condemned to the rubbish tip as a sapless, attenuated, useless wastrel, stamped with every mark of degeneracy. To a person holding the same opinions as those expressed by the legislator hereinbefore mentioned, it would be simply that, and nothing more.

To others, who know the life history of trees, who have studied their habits and watched them grow graceful and strong in their natural surroundings, the poor, little, paralysed pine in the butter-box is an object of pity. One thinks how different would have been its fate had it been allowed to grow up in its natural environment on the mountain spur. The rain from Heaven would have nurtured its roots, the genial sun would have colored its foliage green and gold, and the winds of the world would have served to strengthen its grip upon mother earth and give it stability. Before now its topmost branches would have been reaching towards the sky, and the tip of its graceful trunk would be greeting the rosy dawn ere the night mists from the gullies melted into invisible air around its base. And people climbing the mountain side to obtain a view of the valley beneath, among them men of the type of the New South Wales legislator whose utterances inspired these lines, would stand for a moment to admire its strength and its beauty. The parable needs no explanation. In all essential particulars trees are as men. The poor little slum tree that the writer sees every morning is no more responsible for its shortcomings than is the man or woman bred and reared under similar conditions.

If more direct and less sentimental evidence is required in proof of the contention that the conditions in which people are compelled to live is responsible for their shortcomings, the book on "Town Planning," by Mr. G. Cadbury, junr., supplies it. He gives an interesting set of figures from Liverpool, showing the relation of housing and crime. In the Burlington-street area, Mr. Cadbury says, in 1905, when it was a crowded and insanitary slum, convictions for drunkenness, assaults and other offences numbered forty-six cases. In 1912, after the area had been rebuilt, the convictions for similar offences numbered fourteen, although ninety-nine and a half per cent. of those dishoused by the clearance were rehoused in the new scheme. Mr. Cadbury, who may be given credit for possessing quite as much intelligence as our distinguished New South Wales legislator, says: "It is society, the State, which permits these conditions, that is the real criminal, and not the poor creatures that appear in the dock."

AN EASTER HOMILY.

No country in the civilised world can produce such decisive examples of the fruitfulness of education as this sunny land of Australia. Demos, as interpreted by Charles Kingsley, is becoming master, and we are within reach of an "equal opportunity for all." Our great national resources attract all the arts and inventions that the centres of industrialism and learning in the older world produces, and those who say that it is discreditable for the producers of wealth to ask for a fair share of it are becoming fewer. We have come to understand Professor Huxley's words:—"I do not hesitate in the expression of opinion that if there is no hope of a large improvement of the condition of the greater part of the human family; if it is true that the increase of knowledge, the winning of a greater dominion over nature, which is its consequence, and the wealth which follows on that dominion, are to make no difference in the extent and the intensity of want with its concomitant physical and moral degradation of the masses of the people, I would hail the advent of some kindly comet which would sweep the whole affair away as a desirable consummation."

This improvement, so ardently desired by the famous fighting scientist, is the ideal of every true Australian democrat.

He carefully notes the combinations of capital that erect factories, equip them with labour-saving machinery, that increases the output a millionfold, and which, to counteract the cheapness that would be the natural result of this enormous productivity, combine to corner the raw material, and to sell the manufactured article at a price fixed by their financial dictators.

The result is, that the fertility of a continent flows only into the reservoirs of the rich. And we hear the question asked, "What does it profit the worker that knowledge grows if all the appliances of science are not to lighten his labour? Wealth may accumulate and public and private magnificence may have reached a point never before attained in the history of the world; but wherein is society the better it is asked, if the nemesis of poverty still sits like a hollow-eyed spectre at the feast? What is the use of owning an hundred million sheep and huge herds of cattle depasturing on a thousand hills if bread and meat can be made too dear to reach the poor that are at least ninety-five per cent. of the multitude in every country in the world? We are told that State interference with private enterprise is a menace to nationhood, and we read brilliantly-constructed articles in the plutocratic Press on the inreads threatened by the Socialistic octopus; but the workers—the intelligent Australian workers—shrug their shoulders and say that every movement that has for its object the unfair inflation of the primary foods of the people deserves the heaviest legislative "ism" that can be designed to blow it out

We want robust men and women, good food for their children that must be able to defend, win wealth from, and keep on building a great Australian nation when the present generation had passed away. We want good bread, good meat, good clothes, good houses to live in, and there is no reason in the world why we should not have these things in this year of grace 1915.

HIGH COMMISSIONERSHIP.

WILL MR. FISHER TAKE ON THE JOB?

A Melbourne telegram to one of the Sydney dailies states that Sir George Reid's term as High Commissioner ends in January next. According to this informant the members of the Commonwealth Parliament are beginning to speculate as to who will get the job if Sir George decides to give it up and let someone else have a chance to strut round in a kingly costume and make after dinner speeches in London and the provinces. The statement is being circulated, says this news gatherer, that Mr. Fisher will tackle the job, and that Mr. Hughes will be Prime Minister. We don't believe a word of it. We think it so much cackle invented by gossips, who, when genuine news is scarce, amuse themselves by starting rumours. Mr. Fisher is a very good Labour Prime Minister, but he is a lame duck at making after-dinner speeches, and no one can imagine him trying to cultivate a waist like Sir George Reid's. Unless we are mistaken, Mr. Fisher would rather remain here to lead the democracy of Australia—"Austhrillia" he calls it—on to further triumphs than go to London to eat and drink and respond to toasts that are proposed by successful tea sellers, calico millionaires, and earls and dukes, and people of that sort.

THE RED FLAG.

HOW TO FIGHT IT.

The following article is contributed by an earnest woman well known in Labor circles. The subject has been brought prominently before the public lately, and there are several motions dealing with it on the P.L.L. Conference agenda. It is thought that the information contained in the article may be of some value to Conference delegates, who will be asked to give expression to their opinions upon the important subject.

ARTICLE II.

Before quoting Dr. Gaucher's opinions (selected from his pamphlet) I would like to state that his paper was read before the International Congress of Medicine, held in London in August, 1913. If this terrible scourge is to be fought successfully and effectively, the public must be prepared to enter into the matter with a perfectly open mind, and further, women, who are in the main the greatest sufferers, should be prepared to take the matter up earnestly. Their tardiness in the past is largely responsible for the one-sided treatment meted out to women. Women to-day have large Associations which have influence, and the serious consideration of this scourge will not lessen their dignity a scrap, but will certainly enhance their value as public bodies. Let women remember that this is a woman's question, and sane, sound, and practical suggestions from women should be forthcoming.

REGULATIONISM.

When speaking of "Regulationism" the French doctors say that the segregation of women has been proved over and over again to be a fallacy, and in their opinion any system which detains only the woman, and goes so far as to punish her even more severely when she is ill, is a system that is fundamentally wrong. They also state that the "Policides Moeurs," or supervision of morals, is vexatious, illegal, immoral and inefficacious, and that any system that fails to deal with the male victim is incomplete and a failure. Professor Landrum says that "no matter what standpoint this regulation system is viewed from, it is astounding that the woman is always the hunted and imprisoned one. When viewed from the standpoint of morality, of law, or of hygiene, it is a miserable failure."

Again, he says that this system fails on the following ground:—

(1) The great majority of prostitutes avoid official registration—and consequently supervision. The regulations only reach a small minority, and are therefore illusory.

(2) The "Policides Moeurs," which is charged with the supervision of these women, has not infrequently manifested an official immorality, a "systematic arbitrariness" in its action, which is a danger to honest people.

(3) Medical supervision is often insufficient, for these women learn to hide and disguise their lesions. It has even been stated that medisal administration under this system has been and is most ridiculous, and perilous—a comedy played at the expense of public confidence and public health.

(4) The medical supervision is illusory, because syphilitic lesions break out at any time and baffle prognosis. The syphilitic patient remains for several years a source of possible and unforeseen contagion.

A French Extra-Parliamentary Commission, held in 1906, drew up the following very interesting suggestions:—

(1) The abolition of powers of the mayors and prefects with regard to the regulation of prostitution.

(2) The substitution for municipal decrees of laws and legal sanctions enforced by the regular law courts.

(3) Common law equality for the man and for the woman.

We are told that this excellent scheme, completed and modified by the Commission, aims at:—(1) Education in hygiene; (2) the organisation of medical treatment; (3) Hospitals and benefit societies to be compelled to accept cases of vencreal disease; 4) suppression of quackery; (5) repression of solicitation and procuration; (6) suppression of tolerated houses; (7) protection of young girls; (8) transmission of disease to be made a punishable offence; (9) a charge of knowingly communicating venereal disease to another person should only be brought on by the injured party, and the complainant should be able to stop the case at any stage. (This latter is in the interest mainly of family life.)

EDUCATIONAL REFORM.

(1) Sex hygiene to be taught by doctors in all Government schools to the upper classes, also in barracks; (2) Veneorology to be taught systematically to all medical students; (3) Protection and education of young girls fallen into prostitution; (4) The education of older prostitutes and protection of the penitent.

MORAL EDUCATION.

Finally we may hope that moral teaching will render these legislative measures useless. Why should we not teach young men to respect and protect young women? Why should we delay teaching personal purity, and why should we leave the man and the woman to secure sex hygiene education from inexperienced and often vicious companions? Why, too, should we not punish adultery more severely? We should also encourage earlier marriages—say between 21 and 25 years of age.

Again, may I urge women to help to secure more effective legislation to combat this terrible scourge, which is so damaging our young nation. This problem, the solving of which means so much to men and women and our national health, can be approached and handled by men and women with delicacy, dignity, and benefit, and to handle it in this way will add a new force and greater respect to their actions.

In conclusion may I add there are many suggestions in these two articles which could be put forward at the labour conference to be held next week.

WHAT THE ALL GRADES IS DOING.

CASUAL CLEANERS.

In February last the Association Executive, through the General Secretary, wrote to the Chief Commissioner bringing under his notice the case of Messrs. J. O'Grady and R. Stuven, and others classified as Casual Cleaners, Narrandera. It was explained that for about twelve days in December last these men were put on the coal stage to do fuelmen's work, and were paid only the rate of cleaners—8/6 per day or shift, while other men engaged in the same work were paid 9/- per day.

Replying to the Association on March 26th, the Commissioner said that by an error these men were incorrectly paid the ordinary rate for cleaners instead of that for fuelmen when acting in the latter capacity, and that the necessary adjustment had been made.

SHOP BOYS AT EVELEIGH.

The General Secretary, on behalf of the Executive, recently pointed out, in a letter to the Commissioner, with reference to the pay of shop boys in the sawmill at Eveleigh. The Commissioner had pointed out that the provision of the Sawmill Employees' Award were not applicable to those employed in the carriage-making industry, and the General Secretary disputed this and said that the boys he named were employed in the carriage-making industry, which would entitle them to be paid according to the rates laid down in the variation of the Leather Trades Group No. 8 Board, on the 7th October, 1914. He requested that the matter be reconsidered in the light of the additional reasons that were set forth, and in the light of the inferential admission in the Commissioner's letter that the boys were employed in the carriage-making industry.

In his reply, the Commissioner said that the lads were being paid under the departmental scale for shop boys, which was more liberal than the rates prescribed by the Leather Trades Group No. 8 Board, Order of Court dated 2/9/14, and that owing to the suspension of classification advances their increases were deferred. Authority had, however, been given for payment of 5s. per day under the departmental scale, from the date the lads attained the age of 19 years.

CANVASTOWN.

The Secretary of the United Labourers' Protective Society and member of the Canvastown Settlement Board of Control (Mr. A. Vernon), disagrees with the views expressed recently before the Victorian Housing Commission by Mr. A. A. Cocks, M.L.A., and the Manager of the State Housing Board (Mr. F. F. Hall). Mr. Vernon says that Canvastown did not encourage those who were not thrifty, and says that many families of men who had gone to the front had found refuge there. "The settlement," he says, "was intended as a cheap and immediate means of shelter for unfortunate families."

It would appear, therefore, that the families of the men that have gone to the front are to be regarded as "unfortunate." Some of them might resent that classification. Unfortunate or otherwise, they should not be expected, or allowed, to live in such utterly inadequate candleboxes. Even the lions and tigers at the Zoo have more roomy and better ventilated dens to live in.

THE REDFERN RALLY.

ADDRESS BY THE GENERAL SECRETARY.

During an interval at the recent highly-successful smoke social of the Redfern branch, the general secretary (Mr. Claude Thompson) delivered a brief address to the members present. After a few preliminary remarks, Mr. Thompson stated that the value of unity had been shown during the recent attempt of the Chief Commissioner to insert the thin edge of the wedge to a reduction of wages. The whole of the Railway and Tramway Service unions combined, briefed one counsel, fought the case before Mr. Justice Heydon, and subsequently before Mr. Beeby, with the result that complete success was achieved, and the increases that had been wrongfully withheld were ordered to be paid. He congratulated the Redfern branch on the marked progress it had made, and that too in the teeth of the severest opposition. He particularly coupled with this success the names of the energetic secretary (Mr. George Armstrong), Messrs. W. Sare, Bert Cox, K. Davidson, and others. Mr. Armstrong in particular he considered, was one of the best men in the traffic section of the Amalgamated. (A Voice: He is good at organising smoke socials. Mr. Thompson: Yes he is equally good, if not better, at organising industrially.) The general secretary went on to point out that in Australia, owing to disunity and the lack of organising effort on the part of railway and tramway employees, all that could be done was to resist encroachments upon wages and conditions. At present it was not expected that increases would be granted, but the value of organisation was recently emphasised in England by the success of the National Railways Union in obtaining for all grades (except the clerks and the officers, who are not organised) an increase of 3s per week for all employees. This hap-happened in Conservative England, which was supposed to be a retrograde country. If the railway men in New South Wales were organised as well as the railway men in England, they would be equally successful. Lately, in the award of No. 2 Board, the Association had appealed successfully. One of the gratifying results was that Loco. Shed chargemen had their time reduced to eight hours a day for six days a week. This was a gratifying concession, and was a concession that could be used with telling effect by the "All Grades" in forcing on an eight-hours day for juniors. Owing to the inability of the union in charge of the case (the Traffic Association) a nine hours' day had been laid down for juniors. This was an outrage. For years past workers had been striving to achieve an eight hours' day. It was a most unfair thing that boys, and those under twenty-one years of age should be compelled to work longer hours than men. The Association had taken up the matter and waited upon the Chief Commissioner, who had deputed the Staff Board to inquire. The present result was not satisfactory, but the case was so good, and the claims of the boys so strong, that ultimate success was sure to be achieved. Until there was an eight hours' day for all railway and tramway employees, the "All Grades" would never be content. One big union was required for the railway service. The speaker stated that negotiations were in train for a fusion of all existing unions. This he thought would be brought about, but if it was not, the Amalgamated would go on enrolling new members until the members of all the sectional unions were enrolled.

ANSWERS.

"A Member" asks a question relative to the appointment of a ganger to a length. No name or address is sent. Until this is done no answer can be supplied.

THE CASE OF JOSEPH DRANE.

J. Drane, boiler-maker, H.S.P., whose case was reported in last week's "Cooperator," writes to explain that when he appealed against the fine of a day's pay for alleged faulty workmanship, he pleaded not guilty. He states that when his foreman (Smith) saw the plate fractured he (Drane) explained to him the cause of the fracture. In the report, Smith is made to say that Drane made no reply. Smith is also reported to have said that he (Drane) could not think the draw frame was going to be scrapped, and Drane explains that he thought the buffer plate was to be scrapped, not the draw plate. Drane continues: "When I was asked, 'Who the —— told you to cut that down?' I replied 'You did, sir.' And Smith said that it would have to be paid for." As the person convicted, Mr. Drane thinks that these explanations should be published, and as the "Co-operator" has no desire to misrepresent Mr. Drane's case, his request is willingly granted.

PERSONAL.

An old identity, and a good solid grafter at the safe working classes at the Railway Institute, is Inspector Fred Howison. He is the departmental examiner in signalling, and his certificate has made many an aspirant happy.

* * *

Mr. John Norton, the supervising ganger of the big deviation works on the South Coast, met with a nasty accident that injured his right hand. He is on the road to recovery again, and his many friends will be pleased to learn of the fact.

* * *

Looking hale and hearty, ready to indicate by his presence his regard for a departed friend, we caught a glimpse of Mr. H. Fox, late Inspector of Permanent Metropolitan Division. Although he has passed the allotted threescore and ten by at least five years, Mr. Fox looked as fit as the proverbial fiddle. He is the father of the present District Superintendent Fox, of Newcastle.

* * *

Mr. C. J. Wilkins, of the tarpaulin sheds, Sydney branch, recently had the misfortune to break his right arm. The injured limb was X-rayed at the Prince Alfred Hospital.

* * *

Mr. E. Yates, one of our Councillors, has been elected secretary of the Randwick "All Trades" branches.

* * *

Mr. E. Lawless, the Association's General Treasurer, has resumed duty after enjoying his annual holidays.

* * *

Mr. McCutcheon, formerly President of the Singleton branch, has had the misfortune to lose his right eye through accident whilst engaged in his work as ganger.

* * *

Mr. J. Harris, of Tuggerah, a respected member of the Wyong branch, is one of the pioneers of the "All Grades," being one of the foundation members of the Hardea branch.

* * *

Messrs. Dallas and Stevens, guards, in the Newcastle district, have left the Traffic Association and joined the Amalgamated.

* * *

Mr. Purcell, who fought the Boilermakers' Union a few months ago, has been severely left alone by that Union since.

* * *

Mr. Thos. Godfrey, secretary of the Newcastle branch, is still busily engaged enrolling new members.

* * *

Mr. L. Raines, late secretary of the Eskoank branch, has been transferred to Harden.

* * *

Mr. Joe Forde, secretary of the Inverell branch, is now enjoying his annual holidays in Sydney.

* * *

Mr. E. M. Edwards, branch secretary, Werris Creek, had the misfortune, some four weeks ago, to lose the top of his right thumb while engaged in his occupation of helping the fitters. The injury was a severe one, and it was some time before Mr. Edwards could be released from his painful position. Up to the present he has progressed very favorably, but last week it was necessary for him to go into Tamworth Hospital to have the injury further attended to. We hope soon to hear that he is quite well and able to resume his usual duties, including the sending of the usual report of meetings of the branch, which have been missed of late.

THE HOSPITAL FUND,

PERSONAL PARAGRAPHS.

Mr. L. Evans, of the District Superintendent's Office at Orange, has been good enough to look after the Hospital Fund work. He will also issue certificates to traffic men who may be unlucky enough to require them.

* * *

Mr. A. E. Gibson, of the S.M.'s Office, Junee, has been appointed to the Metropolitan relief staff. During his stay at Junee, he assisted Mr. Geo. McCook with the Hospital collection.

* * *

Mr. J. W. Williams, S.M., Condobolin, has been good enough to interest himself in the Hospital Fund's work, and will collect from the construction branch of the Condobolin-Broken Hill railway. He has also been appointed a certificate issuer. It is a tonic to find many S.M.'s taking an active part in this good work.

* * *

Mr. W. E. Richens, night S.M., of Werris Creek, writes to say that he is enrolling all the traffic men at the Creek on the Hospital Fund.

Mr. A. Watts, of the big locomotive depot at Hamilton, is easily in front with the oldest hands of this busy centre. For many years he has acted for the Hospital Fund, and his lists are generally worth £40. This year he predicts a big increase.

* * *

One of Newcastle's best-known men is Mr. A. E. Thurling, assistant S.M. He is as keen as mustard in all matters pertaining to his office, but yet finds time to perform a little for his neighbors. He was nominated by District Superintendent Fox as a likely man to look after Hospital Fund matters at the City of Coals, and his success is indicated by the results published in the annual report.

OVER THE ODDS.

Aberdeen doric is probably the mother tongue of a fair percentage of those who will read this column. Such will be interested in a sermon delivered at Kintore recently by the Rev. W. Macpherson. He preached on the subject of "Death," which seems to be a favorite one in the dour land north of the Tweed. In the course of his sermon he said: "Vera, vera seen, some o's 'ill hae reached the gloaming o' oor days, an' we'll be left sittin' alane by the fireside sayin' tae oorsel's, 'A' mi freens are away.' Bit it'll be a comfort tae think't oor freens hiv jist ta'en their lamps an' gaen awa' t' bed, an' we jist bide ahin tae cover up the ase that's left." In the course of a prayer in Scots, Mr. Macpherson said: "O Lord, life's been a sair tauve, an' we're afeared tae dee. Bit mony o' oor braw lads hiv got ower that, an' are fechtin' for's in the trenches. We winner fat Ye think o' Yer ain bairns fechtin' like a lot o' kyards; but we felt we couldna keep oot o' this fecht. Bless the thoosans o' braw lads fechtin' for's i' the trenches."

"Owing to the scarcity of labor, the manager of the Newcastle (England) Tramway Company proposes to appoint women tramcar conductors."—News item.

Oh, Betsy Prig, in a jaunty rig,
Along the footboard hops;
And the gay knuts run to see the fun
Whenever the tramcar stops.

There's lively Lil, got up to kill
In a uniform quite gay;
Her car is packed, it's a solid fact,
No matter what time of day.

There's Kit, and Ann, and comely Fan,
And Floss, with the auburn locks;
They gather the "hoot," and more to boot,
From the guys in the fancy socks.

Men, timid and bold, both young and old,
Streak after their morning car
Like rabbits and hares, in ones, and pairs,
To the utter neglect of "Ma."

The conductor girl sets hearts awhirl,
And the trams are paying well,
For the old men push and the young ones rush
To flirt with the tramcar belle.

The Queensland Railway Commissioner has christened the two largest and latest locomotives of the C 18 class the "Sir William Macgregor" and the "Lady Macgregor," after the late Governor and his wife. The Macgregor, having been informed of this graceful tribute, expressed pleasure and satisfaction, and said his railway journeys in Queensland "added very much to the pleasant and enjoyable term they had in that State," and were looked forward to "with the pleasant anticipations of a schoolboy," and he spoke of "many happy hours" and "pleasant railway journeys made in comfort and enjoyment" on the Queensland lines. It is all very well for the Macgregor to talk like this. We have seen and inspected the Vice-regal car in which he always travelled, and after we saw it and inspected it we had to take our seat in a prehistoric vehicle, with hard, narrow seats and straight backs, labelled "Second Class," and the journey was neither comfortable nor pleasant, nor enjoyable; in fact, it was something very much the opposite, and we were darned glad when it was over, and expressed the opinion that a camel would be a much more comfortable means of transport.

The wowsers and the gimlets are agog because Chief Secretary Black is permitting the ginger beer shops to be opened on Sundays. We sometimes wonder what Sunday would be like if these people had supreme control of affairs. The thought sends a shiver down the spine. Those that have chuckled over "Adam's Diary" (by Mark Twain) will remember that Adam lived at a time when the Sabbath was strictly enforced, and the poor old chap dare not even go out and dig worms for Monday's fishing. Very significant were his Sunday entries in the diary. They never varied. The entry was always the same, just two words—"Pulled through." They are full of pathetic suggestion. The wowsers want us to return to a similar state of things. Not satisfied with depriving the adult male citizen of his beer on Sunday, they desire to prevent the women and children from slaking their thirst with lemonade, squash, milk shakes, or even tea. What a queer, distorted conception of the fitness of things these people must have.

EAST GRETA DIVIDENDS.

The financial editor of the "Sydney Morning Herald" states that the following are the dividends that have been declared since May, 1911:—

	May. Per cent.	November, Per cent.
1911	15	10
1912	10	10
1913	10	10
1914	10	5

Yet the Company will not grant any increases of pay to their railway employees.

Mr. A. E. Coote, of the permanent way department at Lismore, is on annual leave, and found time to call during his rounds of the city. He is an energetic young man, and predicts a record Hospital collection on the North Coast section this year.

The I.W.W. doesn't believe in the proposal of Mr. Hall to nationalise the baking industry, but describes it as political birdlime to beguile the dissatisfied workers by the promise of cheap bread, to continue to support the Government that has failed to keep its election promises, or to make a success of the enterprises taken in hand since its accession to office.

LABOR NEWS FROM EVERY DIRECTION.

Secretaries of P.L.L. Branches, and Laborites generally, are invited to send in Reports of Meetings and Labor Happenings for publication in the "Co-operator." All matter should reach this office at latest on Tuesday morning each week

POLITICAL LABOR LEAGUE.

EXECUTIVE MEETING.

The usual fortnightly meeting of the Executive was held on the 19th inst., when the President, Hon. R. D. Meagher, M.L.A., occupied the chair, and seventeen members were present.

NEW AFFILIATIONS.

Mainly as the result of the work of the deputation recently appointed to interview unaffiliated Unions, the Secretary reported that declarations accepting the platform and constitution from the following had come to hand:—Boatbuilders' Employees' Union, Federated Jewellers, Watchmakers' Union, Journeymen Farriers of New South Wales, and United Clerks' Union.

The deputation was thanked for its work, and arrangements were made to interview the balance of the unaffiliated Unions referred to the Secretary for attention.

SYDNEY MUNICIPAL COUNCIL NOMINATIONS.

From the Surry Hills branch the nominations of Messrs. T. S. Crawford, M.L.A., and S. T. Davoren for the Flinders Ward were received and endorsed; but the nomination of A. R. Ogden was disallowed, on the ground that he had not been a member of the movement for the necessary time.

LOCAL GOVERNMENT FRANCHISE.

A letter from the Hon. W. A. Holman, Premier, relative to the franchise portion of the Local Government Bill, was submitted, and the Hon. J. H. Cann, M.L.A., Acting Premier, attended on behalf of the Premier and explained the reason for separating the franchise from the machinery bill. It was resolved:—

"That in view of the explanation made by Mr. Holman, that the Ministry had no intention of abandoning the franchise provisions of the Local Government Bill, and that the Bill embodying the franchise will be made concurrent with the general bill, and the further assurance of the Acting Premier, Mr. Cann, that the franchise measure will be the first one submitted to the Legislative Council, and if rejected the machinery bill will not be proceeded with, the Conference be informed that the paragraph in the annual report relating to the omission of the franchise was included because of a misapprehension."

ELECTION OF CONFERENCE DELEGATES.

In reply to a letter from the secretary, Canterbury Council, the Secretary was directed to state that members of branches or affiliated unions were entitled to vote in the selection of delegates to Conference as soon as they were admitted to membership and had signed the roll.

BELMORE No. 1 BRANCH.

The Secretary, in response to a letter from Belmore No. 1 branch, was directed to state that so far the necessary number of electorate branches or affiliated unions, directing the Executive to convene a special Conference, had not been received.

SYDNEY MUNICIPAL ASSEMBLY.

A request from the King branch, asking permission to take the preliminary steps to form a Sydney Municipal Assembly was received. The consideration of the matter was directed to stand over until after the Conference.

DISBURSEMENT OF FUNDS ACCUMULATED UNDER RULE 6.

Correspondence from the New South Wales Government Tramway Employees' Union, the Yass, Willoughby and Waverley branches, relative to the funds held by the Executive under the provisions of Rule 6, was referred to the Finance Committee for report to the next meeting.

INTERPRETATION OF RULE 4.

A communication from the Dumbleton P.L.L. relative to the electors of Canterbury remaining members of that branch was considered, and ultimately the matter was referred to Mr. S. Toombs, M.L.A., for settlement.

NORTHERN DISTRICT ASSEMBLY.

A letter from the Secretary of the Assembly in regard to the affiliation of unions in the Northern District, and pointing out some difficulties in the way, was read. It was resolved to inform the Assembly that any infringement of Rule 6 could not be entertained, but that the matter would be submitted to the Annual Conference with the view to the alterations suggested being given effect to.

CITY RATING.

It was resolved to circularise the Labor aldermen in the Sydney Municipal Council requesting their attendance at the meeting of that body on the 23rd inst., and also their support for the proposal to strike the rates upon land values only.

RIGHTS OF MEMBERS.

In response to a letter from the Rozelle branch, it was decided to intimate that persons could be nominated for membership and sign the roll book the same evening.

POLITICAL LABOR LEAGUE.

EXECUTIVE MEETING.

The President, Hon. R. D. Meagher, M.L.A., occupied the chair at the final meeting of the Executive, held on the 26th inst.

UNION AFFILIATION.

Mr. D. Guihen, on behalf of the committee appointed to interview unaffiliated Unions, reported that satisfactory progress had been made, and as a result of the work done a considerable number of additional Unions will be represented at the annual Conference. The committee was thanked for their assistance, and directed to continue operations.

CONFERENCE OF COUNTRY DELEGATES.

The Lidcombe branch wrote protesting against the action of Mr. G. Arkins, M.L.A., as secretary of the Country Committee, circularising branches with a view to the formation of a Country Party within the Conference, and urging the Executive to circularise the branches in opposition to this action. In reply, it was decided to state that Mr. Arkins had the authority of the Executive delegates so as to expedite the despatch of business affecting country electorates.

FEDERAL ENROLMENTS.

The General Secretary presented a return received from the Electoral Office, showing the number of names deleted from the Federal rolls. The Executive decided to send a copy of the report to the secretaries of the Electoral Councils and the sitting Labor members for the divisions concerned. It was also decided to place the matter in the hands of Senator Grant, with a view to its being submitted to Mr. Oldham, Commonwealth Electoral Officer, so that a report could be secured showing the names of the persons who objected to the names being retained on the roll and the amount of money deposited with the objections.

FRANCHISE.

Pursuant to notice of motion, it was agreed:—

That the attention of the Premier and Minister for Public Works be directed to the letter from the Executive to the Minister for Public Works, dated October 14th, 1914, conveying the following resolution: "That any amendment of the Local Government Act should provide for the total abolition of the property franchise, and that the voting qualification should be the same as for the State Parliament"; and requests that the franchise as stated in Sections 5, 6 and 7 of the Bill introduced by Mr. Griffith on February 12th, 1915, be abandoned, and that the franchise as laid down in the platform, viz.: "Full adult suffrage on a one month's residential qualification," be inserted.

LATE SECRETARY AUSTRALIAN INSTITUTE MARINE ENGINEERS.

The death of Mr. W. Peck, secretary Australian Institute Marine Engineers, and a delegate to the annual Conference, was reported. It was resolved to convey to the widow and members of the family the sympathy of the Executive at the loss they had sustained.

QUARTERLY REPORT.

It was decided to issue the quarterly report and to present a supplementary financial statement to Conference up to March 31st.

THE BELMORE TROUBLE.

THE FACTS OF THE SITUATION.

EXPLANATION BY THE EXECUTIVE.

From August, 1910, until the present time P. L. League matters at Belmore have been "either at sixes or at sevens." The unrest culminated in December last, when a circular was issued by No. 1 Belmore branch asking branches and unions to co-operate in the demand for a special conference to deal with the matter. The Executive contend that the circular contained a number of misleading statements, and decided to place the whole facts of the situation on record, and have forwarded a copy of their summary. The document is rather long for publication, but as the annual conference will meet next week it it thought that the subject is important enough to warrant publication. The following is the text of the Executive statement:

On August 5th, 1910, the Executive, in consequence of the determination of the Belmore branch persisting in supporting the candidature of Mr. J. English for Belmore, resolved: "That the Belmore branch is hereby declared bogus." On September 18th a new branch (formed on September 7th, 1910) was endorsed.

On April 18th, 1914, a petition on behalf of the members of the old Belmore League was presented to the Executive, asking for a re-hearing of the whole trouble.

May 27th.—Request investigated by Disputes Committee, and reported to Executive.

June 26th.—Resolved "That the Executive authorise the admission of the whole of the members of what is called the Old Belmore League. The General Secretary and Executive members to attend the next meeting."

June 30th.—Letter to J. J. Toohey, hon. sec. P.L.L., Belmore No. No. 1, requesting him to call a meeting of the branch on earliest possible date.

July 7th.—Reply from J. J. Toohey, hon. sec. Belmore No. 1 P.L.L., stating inability to procure hall, and that meeting could not be convened till July 23rd.

July 10th.—Letter from P. J. Minahan, M.L.A., entering a protest against the admission of certain people to the branch.

July 14th.—Protest by A. E. Phillips against action of branch in refusing at the meeting on 13th July, to admit him and others to membership.

July 30th.—Request by J. J. Toohey, hon. sec. P.L.L., Belmore No. 1, that a deputation from his branch be heard to explain their position regarding the admission of members of the old branch.

July 31st.—Deputation from Belmore No. 1 P.L.L., consisting of Messrs. Dillon, Kirwan, Moran, and Louis heard. The branch was prepared to deal with individual applications.

July 31st.—Resolved that no action be taken till after the Federal elections, the existing and the proposed new branch to be notified.

July 25th.—Notification as required by rule 14, that a second branch would be formed in Belmore on August 3rd, signed by F. J. Donovan and A. E. Phillips. Copies of "Worker," July 30th, and "Sydney Morning Herald," July 27th, containing advertisements submitted.

August 4th.—Resolution in accord with rule 14, and asking for endorsement.

August 5th.—Executive reply: "That no action be taken till after the elections.

September 21st.—Deputation from proposed branch, consisting of Messrs Donovan, Phillips, Wade and Sayers, asked for endorsement.

September 21st.—Resolved, "That the president, Hon. R. D. Meagher, M.L.A., be authorised on behalf of the Executive to attend the next meeting of the Belmore branch with a view to effect the removal of existing difficulties."

September 23rd.—Letter to J. J. Toohey, hon. sec. Belmore No. 1 P. L.L., conveying above resolution, and suggesting October 12th as a suitable date. Copy sent to A. E. Phillips.

September 29th.—Letter from Mr. J. Hickey, acting hon. sec. Belmore No. 1 P.L.L., that the 12th October was unsuitable, and suggesting a postponement.

October 13th.—Letter to J. Hickey, acting hon. sec. Belmore No. 1. P. L.L., that any Monday evening would suit the convenience of the President, and requesting to know date of meeting.

October 14th.—Letter from A. E. Phillips, suggesting that Executive fix date of meeting.

October 20th.—Letter from A. E. Phillips submitted, matter left in hands of secretary and president to attend to.

October 20th.—Letter to J. J. Toohey, hon. sec. Belmore No. 1 P.L.L., with the list of proposed new members, and suggesting October 26th as a suitable date for the meeting.

October 20th.—General Secretary interviews Mr. S. Davoren, president No. 1 Belmore branch P.L.L., who expressed his willingness to offer every facility for the admission of new members and would mention the matter to the officers of his branch that evening.

October 21st.—Letter from J. J. Toohey, hon. sec. Belmore No. 1 P. L.L., intimating that the branch was unable to hold a meeting on the 26th but that it would take place on Monday, November 9th, and that later on the place of meeting would be notified.

October 21st to the 26th.—The Executive made every effort to get a definite statement from the No. 1 Belmore branch concerning the place of the proposed meeting without avail and finally were forced to the suspicion that the Executive of the branch were attempting to sidestep the matter, and so let it go by default. In view of the necessity of advertising, and the failure to get the required information from the No. 1 Belmore branch's Executive, time being the essence of success, the Executive, actuated solely by desire to further the interests of the movement, took in the situation and engaged the I.O.O.F. Temple for the proposed meeting.

October 22nd.—Letter to J. J. Toohey, hon. sec. Belmore No. 1 P.L.L., intimating that the President would attend the meeting on Monday, 9th November, and asking for place of same.

October 23rd.—Letter to S. Davoren, president Belmore No. 1 P.L.L., conveying the above information.

October 26th.—Executive notice to J. J. Toohey, hon. sec. Belmore No. 1 P.L.L., that the meeting had been fixed in the I.O.O.F. Temple for November 9th,

October 30th.—General Secretary reported to Executive that a meeting of the Belmore branch had been convened in the I.O.O.F. Temple for November 9th to consolidate the Labor forces in the electorate. Report adopted.

October 31st.—Copy of circular issued to A. E. Phillips and also to J. J. Toohey, hon. sec. Belmore No. 1 P.L.L.

November 6th.—Letter from J. J. Toohey, hon. sec. No. 1 Belmore P. L.L., intimating that it had been decided not to attend the meeting convened by the Executive on the 9th November.

November 10th.—Letter from Mr. J. J. Toohey, hon. sec. Belmore No. 1 P.L.L., disclaiming responsibility for the article in the "Daily Telegraph" of the 9th November re the alleged trouble in Belmore.

November 13th.—Declaration presented forming another branch in Belmore on the 9th November. Endorsement agreed to.

November 14th.—Letters to Mr. A. Phillips, hon. sec. Belmore No. 2 P. L.L., with certificate of enrolment and notification to Mr. J. Hickey, hon. sec. Belmore No. 1 P.L.L.

There was no attempt made to force the Belmore branch to admit the members of the old branch. The executive merely authorised it to do so.

In regard to the formation of the branch No. 2, it has to be pointed out that the usual steps were taken by local residents to form a new branch. In many electorates there are more than one or two branches.

There was no movement of a secret nature in connection with the proposal to establish another branch From first to last the application on behalf of the proposed new branch was made in the usual way.

The Executive, in order to prevent the formation of another branch, endeavored to settle the matter in an amicable way.

Deputations from both sides were heard, and from statements made by members of the Executive who were present at the meeting of No 1 branch on July 13th, the Executive were thoroughly satisfied that the attitude of No. 1 branch was implacable to the admission of qualified electors of Belmore, and that every obstacle was being placed in the way of possible adjustments.

Due notice was given of the intention to form a new branch on August 3rd, and a resolution in accord with rule 14, asking for endorsement was submitted on August 4th, but consideration was deferred till after September 5th.

Repeated efforts to induce Belmore No. 1 Branch to fix a time and place for its next meeting were made, and finally, with a view to bring the matter to a termination, the Executive engaged the I.O.O.F. Temple for November 9th, and on October 26th notified the Secretary of the Branch to that effect.

The President, Hon. R. D. Meagher, who had agreed to attend a meeting on any Monday evening, agreed to be present on the 9th.

On November 3rd, while at McDonell House, at 6.30 p.m., in connection with matters which were to be dealt with at a meeting of the City Council, that evening at 7 p.m., the President was suddenly accosted by five or six members of Belmore No. 1 Branch, and asked to come to Whitfield Hall on November 9th. This was the first intimation the President had of the intention of the Branch to hold its meeting at Whitfield Hall on November 9th. The deputation informed him that a circular re the meeting at Whitfield Hall had been sent to him. He replied to the deputation that he had not received the circular, and that he would attend the meeting at the Oddfellows' Hall as arranged by the Executive and nowhere else.

The following day the President received, during the afternoon, from his Parliamentary messenger, a typewritten circular, dated November 3rd, and left at Parliament House on November 4th, to be delivered by the messenger. The President was surprised a few days afterwards to find an inspired paragraph in the Liberal newspapers reporting an interview which took place between him and the deputation from No. 1 Belmore Branch on November 3rd.

In view of the treachery shown in carrying malicious reports to the Liberal Press, the President intimated to the Executive that while he was in the chair he would refuse to receive any deputations from No. 1 Belmore Branch. Any representations from it would require to be in writing.

It is thus clearly shown that No. 1 Branch had ample notice of the meeting to be held on November 9th, but that it refused to attend.

The efforts made by Belmore P. L.L. No. 1 by circularising Unions and the branches to get a special conference has met with very small support, only three electorate branches and one union having agreed to co-operate, while two electorate branches replied opposing a special conference.

The foregoing facts are, by direction of the Executive, submitted for the information of the movement.

P. C. EVANS,
Acting General Secretary.

THE ILFORD ACCIDENT

THE HUMAN ELEMENT

In January last nine persons were killed and about thirty injured, one fatally, in a collison which occurred at Ilford, on the Great Eastern Railway, between a local train and an express train from Clacton.

The scene of the accident was the London side of Ilford station, and the time twenty minutes to nine o'clock. The local train left Gidea Park at 8.20 for Liverpool-street. It was packed with passengers, mainly residents of Goodmayes and Seven Kings, suburbs of Ilford, having business avocations in the city. It had got clear of Ilford Station, through which it ran without stopping. As it was passing, in the ordinary course, from the local and slow line to the through and fast main line to London, about 100 yards beyond Ilford, the express from Clacton, also on its way to London, dashed into its middle section and cut it in halves. Two first-class coaches, which received the main force of the impact, were completely wrecked and the remaining carriages in the rear were overturned. The express engine broke apart from its carriages, plunged off the line, and was precipitated into a coal yard behind the Ilford Paper Mills. The driver and fireman fell with it, but, though hurt and shaken ,they escaped serious injury.

The accident was witnessed by several hundred passengers, who were waiting at Ilford Station for another local train to take them to the city. How it happened, as they saw it, is plain and simple enough, leaving no room for doubt or conjecture. The local train was crossing the metals from the right to the left, facing London, and the whole of it had not quite reached the up through line when the Clacton express came dashing up and ran into it. The force of the impact drove the express engine off the rails, and, crashing through a high wooden paling, it tumbled into a coal pit or yard, which lay deep down on the other side, a mass of broken and twisted iron. A man with a horse and cart in the pit just under the bank, who was loading coal for delivery to customers, had a marvellous escape. He was knocked down, but only slightly injured. The back of the horse was broken, and the cart was smashed by the enormous weight which fell upon them. The tender, however, did not follow the engine into the pit. It turned on its side and lay partly on the top of the bank, hardly clear of the rails, and partly suspended over the pit.

Curious to say, many of the passengers in the front of the local train and the rear of the express train felt the impact so slightly that they did not know exactly what had happened until they jumped on to the lines. It was then seen that it was the local train which had chiefly suffered. In fact, the damage done to the express, apart from the destruction of the engine and tender, was confined to the leading third-class corridor coach. The outer frame, on its left side—doors and windows—was demolished. It continued to run on the rails after the severance and fall of the engine, and got ripped and torn by the projecting wheels of the upturned tender. The remaining coaches of the express were undamaged. They slipped off the rails and quickly coming to a standstill lay sideways against the paling which higher up the engine had torn down in its leap into the coal pit. But the first and second-class coaches in the middle of the local train, which had borne the whole brunt of the collision, were a complete wreck. Knocked into pieces, they were reduced to scattered heaps of iron, wood, and cushions, with men lying dead and injured. The coach immediately following fell slightly over on its side. Many of the passengers were bruised and shaken by being pitched against each other, but they were able to extricate themselves by smashing the door and crawling through.

Donald Ross, writing in "Reynolds" on the subject of railway accidents, and how they may be prevented, says:—

We are becoming so inured to stories of death and destruction that a railway accident, even with such a terrible list of casualties as had the Ilford accident the other day, leaves us comparatively unmoved. It does not impress us so strongly as it would have done a few months ago. We judge it now from quite other view-points. Human life does not seem so valuable as once it did. But because of that it is a mistake to try to ignore such a thing utterly. We must, even at this time of day, consider it as a special problem and a special evil, and see how far such evils can be swept away. Obviously it would be premature and foolish to try to apportion the blame or to say precisely how the Ilford accident occurred; we must wait for the report of the Board of Trade inquiry which has been held for that; but we can consider the problem of railway accidents generally, and remind ourselves and the railway companies of certain safeguards which they have not yet taken advantage of.

So far as the published evidence to hand goes, the driver of the Clacton express drove into the local although the signals were against him. I say so far as the published evidence goes, for we must remember that we have not yet had the statement of the driver himself. Now whenever anything of this sort occurs, there is generally a tendency for people who do not know anything of the subject to assume that the driver has been most outrageously careless. To the traveller seated cosily and comfortably in the railway carriage, languidly or interestedly staring at signals from curiosity, it seems so foolish on the part of a driver to miss signals. They picture him standing by with his eyes fixed ahead, with nothing to do but watch out for signals. Whereas he has a score of things to do, and he has to have his mind free to consider a host of matters and not fixed on any one thing. But beyond this there is always the question of habit to be taken into account.

It may be considered a mere quibble or a poor excuse to say that a man passed a signal from force of habit, but even the best man on the road will admit that at some time or other they have had misgivings as to the precise position or colour of a passed signal. A driver passes certain signals day after day, always finding them at clear, always expecting to find them at clear, until he develops a habit of passing those signals at a certain speed and attending to some other job until the passing becomes a habit. Then one day the signal is against him; he looks up, but his mind is on something else, and, before he realises what is happening he has run past, perhaps into trouble of some kind. On a fast, long run he passes "clear" signals so regularly, and at such a speed, that after a time there is a tendency for the eye to read them all as clear. A large American railway company tested this possibility not long ago, and made the discovery that the mistakes occurred with great frequency. The signals were set repeatedly against express drivers at points where the drivers were not accustomed to be slowed down—at points where there was also no danger to be apprehended, of course—and the percentage of neglect of the test signals was appallingly high.

It will be remembered that just over a year ago, when we had a terrible succession of railway accidents, a phrase was coined to cover such lapses as the one I have been dealing with, that phrase was "the human element in industry." It had quite a run for a time. Everybody realised that the human element was being swamped. The machinery of production and distribution was speeded up until the human beings who were supposed to control it were being overcome by it, because safeguards were not being evolved and developed at the same speed as the other parts of the machine. And so the human element fails, with disastrous results. Very well, then, if the human being on the foot-plate may fail, the question is: Can any mechanical device save him from the results of his failure? The answer is: Yes. Accidents can be prevented when danger signals are missed.

In this matter there are two persons implicated; there is the signalman who gives a signal, and the driver who takes it—or occasionally misses it. In the first case effective automatic signalling would eliminate accidents due to wrong signals being given if it were universally applied. In the second case, effective cab signals would prevent a driver from missing his signals. In 1908 the American Inter-State Commerce Commission reported 18,511 miles of track protected by automatic block signals, and 47,815 miles not so protected. It is now stated there that "signalmen's wrecks" have been eliminated where the automatic system has been installed. It is obviously impossible for me to go into technical details here as to the manner in which the system operates, but some indication of its utility where used in this country may be gathered from the following quotation from the "Mechanical World": "The reliability of automatic signalling is clearly evidenced by the fact that some four and a half million movements of the signals on the Aldgate-Praed-street section (of the Metropolitan Railway) take place in a month, and the average number of failures is not more than a dozen in such a period, mostly of an unimportant nature, and all on the side of safety." Besides this testimony I could quote much more, some of it from the tongues of British Government officials. "Signalmen's wrecks" could be, if not utterly abolished, surprisingly reduced in this country, and the time will come when they will be reduced. Now is perhaps not the

BRANCH MEETINGS

WATERFALL.

A meeting of the Waterfall branch was held at Mr. A. Hand's residence on the 22nd inst., the President (Mr. I. Quirk) in the chair. A letter was read from the General Secretary concerning the lighting of the Waterfall loco. yard, and was received with satisfaction; also a letter concerning loco. chargemen and the eight hours' day. (We have two chargemen here, and solid members, too; one took a medal.) A letter was received concerning a meal room for the loco. employees at Waterfall. It was received as satisfactory.

DISEASE IN AMBUSH.

GERMS ROUTED FROM THE LAUNDRY.

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

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

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

THE AFFAIRS OF WOMEN CONDUCTED BY FANELLA

I am Always at the Disposal of our Women Readers.

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

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

MITTENS TO AN UNKNOWN SOLDIER.

From the French of Adrienne Cambry, a French volunteer nurse, translated by G. V. Williams, in the "Daily Mail":

Soldier, Soldier, dear Unknown,
I wonder as I knit,
Will you be a corporal
Who will wear this mit?

Will you be a captain?
Tell him, Mitten, pray,
That in your simple meshes
I wove my heart to-day.

Wove it warm and throbbing,
O gallant soldier mine!
Praying that it strengthen
That strong right hand of thine.

Strong to strike, and swift to strike,
And drive the foe away,
Lay on, lay on, my soldier,
Lay on and win the day.

And if my little mitten
Be dyed a deeper red,
Its saffron turned to crimson,
With blood in honor shed,

The radiance of that scarlet,
The glory of that stain,
Would make my little work box
Seem like a sacred fane!

So here's my little mitten,
Wool to keep you warm,
Kisses in its meshes,
To keep you, dear, from harm.

MISTRESS AND MAID.

In England, according to M. O. Booth, who writes to the "Daily Chronicle," the war is having the effect of bringing out the sympathetic qualities of some of those that were not suspected of possessing any. The writer above-mentioned says:

The maid responded to my ring at the front door bell, and invited me to take a seat by the red and blazing hall fire. A moment later my friend appeared, knitting in hand, from the kitchen. It was late in the afternoon, and I was amazed that I should have surprised her in such a homely place. For she is one of those women, not rare in certain suburbs, who, though possessing only one maid and a spotless home, take little part in the practical side of their domestic duties, their morning duties consisting merely of a little dusting, the arrangement of the flowers, and, possibly, the shopping. The kitchen is to them a more or less strange region, occupied by someone of whom they know very little, save that she is an excellent housemaid and cook.

In my eyes it had always rather marred the otherwise charming nature and personality of my friend that she should treat with such cold aloofness the admirable servant who kept her house immaculate—with its spotless carpets, glistening glass and silver, and highly polished brass.

She ushered me into the dining-room as she apologised for her morning gown.

"I was just going up to dress," she exclaimed; "I've been sitting knitting in the kitchen, talking to Clara while she did her work. The poor girl's favorite brother has just gone to the front, and she seems terribly depressed. I wanted to cheer her up."

INTEREST IN THE SERVANTS.

And I looked at my friend in astonishment, as she closed the door behind us. Could this be the mistress who had always been—to use a vulgar but very apt expression—so "stuck up" with her servant, and so thoughtless of her mental, if not her physical, well-being?

The change in her attitude towards her domestic became more and more apparent during the course of my visit. Several times whilst speaking of the present crisis, she quoted "Clara" in a kindly manner; and when tea was brought into us, the maid was even persuaded to take part momentarily in the conversation by some sympathetic remark.

And it is not only in this one particular home that I have noticed a more kindly interest in the servants since the outbreak of the war. In the same way that men of all parties and sects have become united in thought, word, and deed, women of all classes, bound together by common sympathies, interests and sorrows have broken down the barriers of tradition.

The mistress has a son fighting for his country, the servant's sweetheart is engaged in precisely the same heroic duty. The two women, left behind to wait and work and weep, are brought into close sympathy with one another. Both must talk—it seems to make their trouble easier to bear when it is expressed—so they talk together. The mistress has read the paper over her breakfast, and the servant is anxious to hear the news. Naturally enough, a chat ensues, with the result that a better understanding is established between them.

A NEW COMMON INTEREST.

In houses where the mistress has accustomed herself to working with her servant in the morning, taking upon herself the lighter duties, it has probably been usual in the majority of cases that the talk has been often a trifle strained. The interests, the outlook, of mistress and maid have been for the two to converse together. But as far asunder; and the former has probably eschewed personal topics in view of the danger of familiarity on the latter's part.

Thus the conversation has run simply upon domestic matters, the servant's knowledge of public affairs being usually very limited, and the consequence has been a lack of interest, a feeling of indifference, towards one another. The war, so personal a calamity, so general a concern, so common an interest, has bound the two together as years of indifferent conversation could never have done. It is a matter upon which both may talk on an equal footing. If the mistress has superior knowledge of affairs, it is only because of her better opportunities for studying the news. If her son at the front escapes a cruel fate, it is only by chance. He runs the same risks and faces the same dangers as the servant's sweetheart. In warfare there should be no "class."

Then in other households, where the friendship of mistress and maid is a new thing, based upon the common trial, the discovery of the servant's intelligence and in many cases splendid courage, has filled her employers with such surprise and even admiration that it would be almost an impossibility for the old barrers, so suddenly broken down, to be built up again at any future time.

The domestic drudge is a far less common figure than she was a decade or so ago, and this present-time fraternising of the classes will make it, I am sure, quite an extraordinary thing henceforth for a servant to be treated as a menial without heart or brain.

WAR AND WOMEN.

The "Berlinske Tidende," of Copenhagen, has organised an inquiry among German women, concerning the influence which the war has exercised upon them and their surroundings. One of the most eloquent answers is given by a German woman doctor, Frau Estrid Hein. "In my capacity of doctor," she writes, "I must say this. I have lately had a great number of patients suffering from shattered nerves, nervous breakdown, sleeplessness, and general debility—all caused by the war. If I am to answer the question, in my capacity of a mother, I must say that the war has taught me that my most sacred duty is to educate both my sons so as to make them hate everything which spells war. In my capacity of a woman I must say that I had always a sort of distrust in society as organised by men. This distrust has grown with the war, and I feel that if the women of Europe had only had more to say in the government of their countries, this terrible slaughter of soldiers and civilians would have been avoided. We women may have our faults, yet it is our instinctive impulse to preserve our children from the cruelties and horrors of the battlefield. As a doctor, as a mother, and as a woman I am beginning to put the value of individual life before that of this terrible campaign."

The Premier of Victoria says that his Government does not believe in retrenchment at the present time. The true patriot recognised his responsibility, and called up his resources. This was the position the Government had taken up, and it was now spending more money than before. Fortunately, the Government was able to keep its present attitude because Victoria's credit was good.

THE ONLY DIFFERENCE.

THE PRAYERS OF TWO WOMEN.

Two babies were born on the same day, and two mothers, one English and the other German, gave thanks to the same God for the men children they had brought into the world.

The two boys grew up strong and healthy, did well at their different schools, and, in time, became the supports of their widowed mothers.

Hans Hecht worked in a smoky industrial town in Silesia; Harry Heywood was a mill hand in Lancashire.

To each came his country's call, and each had been glad and proud to respond. Each had been kissed by a brave woman with a breaking heart, who had bidden them "go and do their duty like men."

To both camp life, with its rush of excitement and its joy of comradeship, had been a happy experience, in spite of the gruesome rumours and ugly stories of the battlefield. Both had felt a thrill when their respective regiments were ordered to the front, and to both came speedily their baptism of fire, as well as the lonely watch in the darkness and cold.

Nearer and nearer they moved to each other, till at last the opposing trenches were only a few hundred yards apart. Hans got to know Harry by sight, and to watch for him with a kind of friendly interest in the pauses of the firing when there was time to eat, to stretch the stiffened limbs, and to snatch a little rest.

Both shouldered their bayonets when the command came to "charge," and both saw red during the frightful moments that followed, when fury and hate and the lust of blood turned even the best and gentlest of men into something akin to the beasts of the field.

Both dashed forward madly, dealing out suffering and death, unmindful of their own wounds, and both fell at last never to move again. Both now lie under the snow, while the souls of both have gone to where beyond these wars and quarrels and battles, there is peace, and above the grave of each stands a rough cross, the symbol of faith in the same God.

In two desolate homes two mothers weep.

"Was it for this ending that we suffered and agonised to give our children life?" is the question in the heart of each, and thinking with sympathy of other mothers and other sons, they both pray for peace. Peace. One woman prays in German and the other in English. That is the difference.

A WOMAN M.L.A.

MRS. ANNIE FURNHJELM.

NOT A MAD MILITANT.

Mrs. Furnhjelm is the first woman M.P. to visit England. She is a member of the Finnish Diet, and has been staying in London for a few weeks. She is a delightful, white-haired, motherly woman, and has quite charmed British members of Parliament, proving that being a political person does not necessarily make a woman a tyrant or a blue-stocking.

"I am gratified, even amazed, at the progress of British women during the last few years," she says. "I do not see any reason why political interest should interefere with the home life of women. It does not take long to register a vote. The Finnish women take a great interestt in politics, and it does not make them neglect their homes or children. The women have the vote in Finland, and it keeps them interested in matters particularly concerning themselves.

"There are twenty-one women members of the Diet—a body corresponding to your House of Commons—and we have equal rights and equal pay with the men. In three cases both husband and wife sit in Parliament. Our position is quite pleasant; the men treat us as colleagues, and recognise that there are plenty of subjects which are best in our hands. There is perfect good will between us for that reason.

"We believe in dividing the labor according to our natural interests. Men have their own outlook upon life, and things which do not particularly affect or interest them may be very important to women, the home and the future generation.

"These are the things with which we concern ourselves. Some of the recent projects moved by the women in our Parliament have concerned the treatment of female workers and of women prisoners; the foundation of homes for destitute children and mothers; the care of the feeble-minded, and the protection of animals and birds.

"You see that we really use our position to help the home life of the country, for we are interested in the welfare of children, the teaching of cookery and household management in the schools, and the conditions of female servants.

"We have suffrage clubs all over the country, and in my party—the Swedish People's Party—we have a children's library attached to each club. So you see that when the members come to discuss political questions they need not neglect their little ones; they can bring them also, and the children are quite happy.

"I do not believe in militant tactics. Militancy is the last thing that I would advocate. I do not think that the Finnish women would ever have succeeded if they had used violence. We treat the men as friends and co-workers, and they respond by courtesy and help."

SOME NOURISHING SCHOOL LUNCHES.

Hardly too much can be written or said on the subject of school lunches. We all know school children need nourishing food, but some way it is easier for so many to stick anything which is at hand into the boys' and girls' lunch baskets the last minute instead of using a little forethought. Oftentimes it chiefly consists of pie and cake because those are articles handiest. Where it is possible in the home, the main meal should be at night, during the school year, so the children may be sure of at least one hot nourishing meal a day. We are all glad to hear suggestions for lunch making. Children tire of one thing and another so readily.

Whatever kind of receptacle is chosen for carrying the lunch, choose one fairly good-sized. The fibre boxes are apt to retain odors, wicker ones let the food dry, so tin seems about the best all-around material. Waxed paper is cheap, and will keep the lunch dainty and appetising; jelly cups with covers are convenient to hold food which is moist and hard to pack. If your pocket-book will permit it, a bottle which keeps liquids either hot or cold, as you choose, should be included in the outfit.

Every lunch should have some substantial food like sandwiches, some succulent food like fruit, fresh or canned, lettuce or tomatoes, and a dessert, which may be cake, nuts and raisins, biscuits or pudding.

Sandwiches may be varied, first by using different kinds of bread, white, brown, and, secondly, by different fillings. The latter are innumerable.

All kinds of meat, which may be sliced thin, chopped or ground and softened with cream or salad dressing, fish, as sardines or salmon; eggs, boiled, sliced and seasoned, fried or chopped and moistened with salad dressing, all kinds of cheese; lettuce and cress in season; jellies, jams, fig paste and raisins; peanut butter and baked beans make good fillings. A sandwich should always be made neatly of thinly-sliced bread. The following are excellent recipes:—

Egg Filling.—Three eggs, hard boiled and chopped fine or ground, and equal amount of chopped or ground boiled ham, salad dressing, mix and spread.

Raisin Filling.—One cup raisins ground or chopped, one-half cup water, one-half cup sugar, one tablespoon flour moistened with vinegar, juice and grated rind of one lemon, cook in double boiler until thick.

Egg Filling.—Scrambled egg with crisp bacon.

Chicken Sandwich Filling.—Chop cold boiled chicken, and moisten with salad dressing; or season with salt and pepper and moisten with rich chicken stock. Chopped cold boiled chicken and ham, mixed with creamed butter, makes a delicous filling.

Club Sandwiches.—Arrange on slices of bread (toasted or untoasted) thin slices of cooked bacon; cover with slices of roast chicken, and cover chicken with salad dressing. Place a slice of bread on top.

Tomato Sandwich Filling.—One quart can of tomatoes boiled down to one cup, one-half pound cheese and one-half pound beef. Mix and add salt and pepper, boil to desired thickness for spreading. When cool, beat in one egg.

Plain bread and butter with sliced meat or devilled eggs is relished. Celery, radishes and occasionally a small amount of pickle may be added to the lunch.

All kinds of fruit are good, particularly the fresh. If preserves are used, it is well to put them in one of the half-pint preserve jars, as there is less danger of spilling than in a jelly cup. Many kinds of pudding may be put in a jar of that kind, and are a change. Cup custards can be sent in the cup they are baked in.

A few nut meats, dates, figs, raisins or a small cake of milk chocolate are always liked by children, and are very nutritious.

Time and care spent on your child's lunch are time and care well spent. No engineer expects his engine to do its best unless it has plenty of coal, and coal of a suitable kind. The same is true of your child's body. Nutritious food to make good, rich blood is a necessity if physical health and good work in school are desired.

THE GENERAL SECRETARY AT WYONG.

A SOCIAL FUNCTION.

The General Secretary (Mr. Thompson) arrived at Wyong on Saturday, 27th inst., and was met on behalf of the Wyong branch by Mr. Peter Flack (Vice-President), Mr. Jos. Gavenlock (VicePresident), and Mr. Chapman (secretary), and a banquet was tendered to the visitor in Mr. J. C. Smith's Grand Hotel. Mr. P. Flack, Vice-President, occupied the chair. Among those present were Messrs. Herring, Webb and J. Gavenlock, exPresidents of the branch. After the loyal toast, Mr. Flack proposed the health of the General Secretary. He said that Mr. Thompson needed no introduction on his part, as members knew him by the valuable work he had done in defending appeal cases and in trying to gain just treatment for the members at the hands of the various departments, and also by his able defence in favor of the registration of the Union against an array of the representatives of craft unions. Mr. Thompson had proved that his appointment by the Executive had been to the best interests of the Association. The toast was drunk with musical honors.

Mr. Thompson said it gave him great pleasure to be present at social functions among the members of the Association, as it helped to foster a feeling of fellowship amongst the rank and file of the Union. He could not lay too much stress on the need for the men to organise, as it was only by organisation that they would gain anything. The war had been made an excuse for hanging up the Wages Boards, one of which was the Permanent Way Board. Evidence had been collected and a good case was prepared, but it had to remain in abeyance. He could not promise the members the moon and cut it up into stars for them, as men who made such promises never fulfilled them; but he could say with certainty that a substantial increase would be gained for the permanent way men when the Board did sit. To emphasise his remarks, Mr. Thompson mentioned the success of the unions of the South African and British railway employees, where the men had gained very substantial increases by having one union and presenting a solid front. Success could only be gained by all employees being in one union, and that was the ideal of the Amalgamated. The Amalgamated blazed the trail, and sectional unions followed the path made. All the successes of the Amalgamated had been gained by straightforward representation, and not by groveling to any man. It was the Union that had representation on the Appeal Board, and if any of the members were unfortunate enough to have to face that tribunal they could depend on a good defence being put up by capable men who were looking after the interests of the members of the Association. He again thanked them for the enthusiastic manner in which the toast had been received.

Mr. Chapman, branch secretary, proposed "The Amalgamated Association, the Only Union for Railway Men." Mr. Thompson responded in a humorous vein.

No less than 66,366 English railway employees have volunteered for the army up to the end of December. The influx is so great that many of the railway companies are greatly embarrassed. A few have therefore published notices in order to check the rush of employees into military service. They state that work on the railways is necessary service rendered to the nation, and hence that in future no one may volunteer for the army until those in charge have indicated that the company can spare him.

The German Locomotive Drivers' Union is said to have spent 300,000 marks for the dependents of those who have fallen in the war or of those who are still engaged in war. On the railways everywhere, there is evidence of efforts as far as possible to heal the wounds which the war has inflicted.

WEEK'S WAR NEWS EPITOMISED.

WAR SUMMARY

MARCH 24.

It transpires that on the fall of Przemysl the Russians captured no less than nine generals and 117000 men.

Before Przemysl was taken by the Russians, the beseiged Austrians shot all the horses and blew up the ammunition stores to prevent them from falling into the hands of the victors. Among the captured were 20,000 wounded, and many others were in the last stages of exhaustion.

Russia announces a victory between Dukla and the Upper San, in the Carpathian Mountains, and claims that 3900 prisoners were taken and a number of guns.

Austria also claims a victory in the Carpathians, and claims to have captured 3300 prisoners.

It transpires that the Russian advance on Memel, in Northern Prussia, consisted only of a reconnoitring detachment, which has fallen back to the Russian frontier.

German aircraft have been active at Lillers, St. Amer and Estaires. Three women were killed, and four men (civilians) wounded.

A French news agency reports Sir John French to have said that he does not believe in a protracted war, and is convinced that a definite victory awaits the Allies.

The Germans squirted a burning liquid over the French trenches near Varennes, and the occupants had to flit.

A big battle is imminent in the Yser district, and civilians have been ordered to leave.

The French offical review pays a tribute to the tenacity and brilliancy with which the British maintained the positions on the Aisne.

Another British steamer torpedoed and sunk off the Lizard.

Mysterious and terrific explosions heard at sea off Eastbourne and other towns on the Suffolk coast.

Paderewski, the pianist, says that the war in Poland is exterminating human beings and animals over an area equal to England and Scotland.

Seventeen Belgians were shot by the Germans at Ghent on charges of espionage.

A thousand Turks were discovered by aeroplanes to be camped at El Kubri, opposite Suez. They were routed by General Younghusband, and are now scampering across the desert.

The Turkish army that recently attacked the Suez Canal at El Kantara is retreating, and thousands of the men are perishing in the desert. The dead are being eaten by vultures. Djemal Pasha, who led the invasion, bolted home to Constantinople, and left his army to perish.

The French warship Gaulois, damaged in the Dardanelles, will be repaired in three weeks.

Although damaged, forts Chanak, Hamidieh and Kilid Bahr, in the Dardanelles, continue to resist. Mobile German howitzers are posted along the straits.

The Allies have wrecked six more forts in the Dardanelles.

The Russian Black Sea fleet has bombarded Turkish forts in Asia Minor.

Welsh unionists have decided to settle disputes without stopping work.

MARCH 25th.

The mysterious explosion which was heard off Eastbourne has not been explained.

The Government Arbitration Court has awarded the Clyde engineers an extra penny per hour, and pieceworkers an advance of ten per cent. The men are disappointed.

Magistrates have fined employees 60/ for absenting themselves from work at armament factories.

The British Government has placed war orders with Canada amounting to ninety-five million dollars.

"Will nothing but disaster teach us not to manufacture quarrels over matters of secondary concern whilst the fate of freedom is being settled on the battlefield?"—Mr. Lloyd George to an advocate of Welsh disestablishment.

A Berlin official report (which is most likely a fabrication) states that the Dresden was attacked and sunk in neutral waters, and that she went down with the flag flying.

At the Colonial Institute, Dr. Horsfall expressed the opinion that the oversea dominions should be asked to express their views when peace is negotiated.

The U.S.A. has protested against the Germans dropping bombs over a vessel flying the American flag.

German airmen have made several attempts to drop bombs on merchant steamers, but without success.

Three German aeroplanes were brought to earth in Alsace.

British airmen damaged two German submarines near Antwerp.

Prince Rupert of Bavaria has insisted that there is need for the Germans to fortify themselves against British attacks. Referring to Neuve Chapelle, he says, after the manner of the stage villain: "The day of r-r-revenge will come!"

"Eye-witness" says that at Neuve Chapelle the British showed that they can endure great losses. It follows therefore that the losses were singularly heavy.

The French official review of the Ypres battle states that it was constantly necessary for French troops to reinforce the British. In three weeks Germany lost 150,000 men at Ypres. Forty thousand dead Germans were found on the battlefield. The Allies, the report states, can break the German defensive by patient, indefatigable preparations.

The Italians are fortifying islands in the Aegean Sea.

The U36, the biggest of the German submarines, captured the Dutch steamer Batavia.

It has been suggested that all merchant steamers should carry arms as a protection against submarines.

An American steamer, the Denver, has been sunk in the mid-Atlantic. Some members of the crew were saved.

The British have gained important victories in South-West Africa. In one engagement the German commander's head was blown off, twenty others were killed and twenty-one were wounded, and 210 were taken prisoners.

There are to be no death sentences passed on the African rebels. Bygones are to be allowed to be bygones.

The Russians are slowly but surely capturing trenches and heights in North-east Poland.

Apart from the recent Przemysl garrison, the Russians have captured 10,000 men, thirty guns and 320 machine guns since January 21st.

The Russians are stated to be advancing in the Carpathians. On Friday last, in one place, the Austrians and Germans attacked twenty battalions strong; they were "mad with fury," crossed wire entanglements despite awful losses and took the Russian trenches. The Russians then got their dander up and regained the trenches, giving no quarter; they chased the Austrians and Germans for miles.

The Austrian War Minister says that everything now depends on the tremendous battle raging in the Carpathians.

The Russians have defeated the Turks in the Zeidekian and Alashkert Valley.

During the winter the French army has been rejuvenated. Old generals of the "back number" type have been eliminiated, and younger commanders have been appointed. Many other improvements have been effected, and now France has 2,500,000 men at the front, and 1,500,000 standing ready to repair wastage, besides another half million in the 1915 class, a total of 4,500,000 men bearing arms. The army is war hardened and its health excellent.

The British and French warships have again entered the Dardenelles.

When the French batleship Bouvet sank in the Dardenelles, having struck a mine, the officers stood at attention and saluted the flag. All cried "Vive la France" as the ship went down.

In the Carpathians the Russians report a victory between the Lupkow and Usok Passes, forty miles to the south of Przemysl.

Airmen who escaped from Przemysl give a harrowing account of the suffering of the garrison during the last few weeks of the siege.

Zeppelins attacking Calais were guided from beneath by German spies on bicycles and in motors, who waved lanterns. Three of them have been arrested.

A German female spy, self-confessed, has been shot by the French.

The British Admiralty report that there is good reason to believe that the German submarine U29 has been sunk.

Government representatives and the Amalgamated Society of Engineers have adopted an agreement for the limitation of the profits of firms that are manufacturing war materials.

The Government will certify to workmen whether any work is for war purposes or not.

The Committee of the General Federation of Trades Unions has decided that the men must put aside industrial disputes.

The National Union of Dock Laborers advises the Liverpool dockers to get into line, otherwise a body outside the union will adopt drastic measures.

In Belgium, 2,500,000 people will be entirely dependent on charity before August next.

MARCH 26th.

Turkish troops are concentrating in the vicinity of the Dardanelles, under German officers. Some of the forts in the straits have been repaired.

Turkey, including the army, is divided, one side desiring peace, and the other war. The Cabinet had decided to ask for peace, on conditions of the surrender of Constantinople and the Dardanelles, when the German commander threatened to shoot any member that communicated with the Allies. He scared the Cabinet into submission.

The outskirts of Przemysl have been converted into a cemetery, containing the graves of 40,000 people who were killed or who died from other causes during the siege.

All civilians have been ordered to leave Cracow, Galicia. Cracow has a population of about 100,000, and is well fortified.

A German diplomatist says that in January last, Germany offered to make peace with France and Russia on conditions laid down in Berlin. Both nations refused. "We must now impose our will by force," this arrogant squarehead is reported to have said.

A submarine sank the British steamer Delmira in the English Channel.

Mine-sweeping has recommenced in the Dardanelles. The forts on both sides of the narrows are manned by Germans.

Some 200 Germans were found drilling with dummy rifles in a Lutheran church at Toronto, Canada.

Stated that the Crown Prince is at Potsdam, suffering from nervous breakdown.

The military authorities in some parts of England are restricting the hours for the sale of liquor.

The Transport Workers' Federation has stated its willingness to help in the enforcement of drastic regulations, providing that all classes are treated alike.

MARCH 27.

Sir John French stated that the protraction of the struggle depends solely upon the supply of men and ammunition.

Skilled artisans in the Government dockyards have been granted an increase of wages.

A number of men engaged at the Birkenhead yards have refused to work at week-ends.

Some of the South African rebels that are being tried for treason appeared in Court in German uniforms.

The French artillery is pronounced incomparable, and there are ample reserves of ammunition.

Army contractors in Austria, men of wealth and position, to the number of 120, have been arrested for supplying bad food and rotten clothing to the army. They may be hanged or shot. They deserve to be.

Italy is on the verge of war. Austrian preparations in the Tyrol show that an Italian attack is expected.

The Turks expect a Bulgarian invasion. The position in Turkey is desperate. The army is short of ammunition, and a catastrophe seems inevitable. General von der Goltz admits that his mission to Turkey has ended.

The Dutch are greatly incensed with the Germans for having destroyed the Medea, a Dutch vessel. A special Cabinet meeting has been summoned to consider the matter, and an explanation has been demanded.

Twenty-five first-class warships are to participate in the bombardment of the Dardanelles.

Sir John French states that the Germans are no better than our soldiers, and that the French have learned that the Germans are by no means invincible.

The Germans report a Russian defeat in East Prussia, south-east of Memel.

French airmen have dropped bombs on Metz and Strassburg.

The French captured positions in Alsace, near Mulhausen.

General Joffre says that the Germans have lost over a million men and nearly all their officers, and the army has weakened morally. The German Imperial Guard is only a memory.

The Austrians claim to have driven the Russians back at Czernowitz, in Bukovina.

A severe and prolonged battle is raging in the Carpathians, and Bavarian troops are being sent there in numbers equal to the returning Austrians and Germans that have been wounded.

March 28.

German airmen succeeded in killing children by means of bombs at Estaires and Thann.

The Russians announce continued progress in the Carpathians, in the direction of Bartfeld, in Hungary.

The bombardment of Ossowiec, on the East Prussian frontier, has continued with monotonous regularity for thirty-four days, but the Petrograd reports state that the enemy is everywhere held.

Captain Evans, of the steamer Lizzie, saw the submarine sink the Delmira. He claims to have charged full speed at the submarine, and to have sunk it.

The Liverpool steamer Vosges has been sunk off the Cornish coast.

Germany has offered Bulgaria the Enos-Midia line in return for her neutrality.

The Austrians in Vienna are despondent over the fall of Przemysl. Austria's fate, they say, will be decided in the Carpathians, where a fierce struggle is now raging.

MARCH 29.

The French victory at Hartmann's Wielerkopf, in Alsace, is an important one, as it brings the French position to within fifteen miles of the Rhine. The fight lasted several days, and concluded with the capture by the French of a crest, about 4000ft. above the plain. The Alpine Chasseurs, or "Blue Devils," as they are called, did splendid work in breaking the German grip on the stronghold.

Germany, according to the French official review, admits having lost 1,800,000 men up to the middle of January, not including the sick.

An Amsterdam message states that the British air raid on Hoboken resulted in the wounding of 300 workmen.

Casualty lists since March 16th include 875 British officers.

The Turkish Government has issued a proclamation that the Dardanelles will be thrown open for the free passage of foreign warships. This is making a virtue of what has every appearance of being made a necessity.

The Greek population of Constantinople fear a general massacre of Christians.

The Turkish fleet has no coal, and none is procurable.

The Allies are bombarding the Dardanelles forts with increased vigor and effectiveness.

Great Britain, France and Russia are stated to be negotiating as to the future of Constantinople.

During a popular demonstration in Rome the people cried "Down with Austria."

Relations between Austria and Bulgaria are strained.

A German submarine signalled Captain Wyatt, of the British steamer Brussels, to stop, and he put on full steam ahead, called out to his helmsman "Starboard y're helm; I'll get the ——," and rammed the submarine before it had time to submerge itself.

Mr. A. J. Balfour has drawn up a statement for circulation in the United States in which he justifies the Allies' blockade policy.

The Kaiser has sent a message to America, in which he says he did not want this war, but that he must now see it through. He is certain that Germany will be victorious.

Fifty thousand tons of grain are ready at Archangel, Russia, for shipment to England and France.

Dr. Leibknecht, the Socialist leader, has been ordered to join the colors in Lorraine.

A SLEEPY OFFICER'S LOAF.

(Translated from the French.)

It is good to take trenches from the enemy and help in the liberation of one's country, but if one section advances swiftly in sapping operations and the troops right and left are slower, the centre one is open to misfortune. For instance, my section held a very advanced position We had been shelled day and night, and by some mischance had not been revictualled for seven days. True, we still had our emergency rations, but these were growing very scanty; the hunger wolf was close at hand, and mud, cold, and the heavy firing were taking the heart out of us. On the seventh day I was sent back several miles, with a message to the commandant. I got along in the usual way, imitating all the animals, sometimes crawling like a snake, sometimes swimming like a fish, or leaping like a kangaroo from cover to cover.

I found the commandant, but he was asleep, dozing in his chair. Good for him! I can give my message to the next in command, but I wait a little, and look. Happy man. Dozing, and with a whole loaf of new good it smells. Perhaps he will wake and give me some! "Mon commandant!" I say. No answer. I cough, and shuffle, and again "Mon commandant!" but there is no response. Now I am very near the bread, the "boule de son," and my bread on the table within reach! How pals were hungry, very hungry, and here—well, they can always get some more by cyclist. I write down my message. The chief still sleeps. I ask his permission to take away the "boule de son." He does not say "No." I take it, and return as quickly as possible to my trench. What a welcome I received from the boys! With hurrahs they tore it from me and attacked it, almost forgetting me in their joy.

Now we feel stronger, and shout across to the German trenches about the lovely dainties we get to eat. They jeer back that they don't believe us, because they cannot see the smoke of our soup, but we answer with the tales of fowls and fresh vegetables, by which we hope to make them feel as hungry as we are, and we always finish by telling them of our last new dish, "pruneaux" (bullets).

Next day I am again told off to go on an errand. I am not keen, for it is to the same commandant. He is not asleep this time, but stands stern and behooded. He receives my message and gives me the answer. Then—"By the way, who came to me yesterday?"

"I—I think it was me, mon commandant."

"You think! Well, I had a loaf on my table."

"Mon Commandant, you are lucky, because I wish we had a loaf in our trench."

"Do you? But do you know some silly ass stole my loaf?" I stood at the salute while he called that rascal many names. Then I ventured:—"Perhaps you will get another?"

"I have got one," he said, "and now I will give you a slice of it, and we will call that square with the one you took from me yesterday, while I had one eye shut." So saying he blinked wickedly. I caught the look between the big moustache and the great hood."

ENGLISH RAILWAYMEN AND THE WAR

LOYAL POSTPONEMENT OF DEMANDS.

The Special Commissioner of the London "Daily Citizen" tells the story of how the English railwaymen have faced and have been affected by the war, and from the hints contained in the article it will be seen that the Union is fully prepared for the future.

One of the important things to bear in mind is that this year promised to be a unique one as far as railwaymen were concerned. All the agreements with the various companies terminated in November last. This meant, of course, that new agreements had to be made throughout the country, and entirely new machinery had to be set up as between the men and the companies. Already a number of meetings had taken place between the Union representatives and the companies for the purpose of formulating amended schemes, but the coming of war directly affected the whole issue.

The first point in this connection is that the embarkation of the Expeditionary Force was absolutely dependent upon the smooth and efficient working of the railway service, and towards that end the efforts of both officials and men were concentrated. But Mr. J. E. Williams, general secretary of the National Union of Railwaymen, in commenting upon this, said:—"While we recognised our national obligations, and, indeed, we have never lost sight of them, the one governing object has been so to arrange matters that whenever the war terminates the Union will be strong, intact, and, above all, perfectly free to resume its activities. It was with that in mind that the executive committee entered into arrangements with the railway companies to suspend the present machinery without any prejudice whatever to the future.

OVERWORK AND UNDERWORK.

"It is true that large numbers of railwaymen are working excessively long hours and, indeed, there is a shortage of staff. We fully recognise all this, and it goes to show the burden which the railwaymen are bearing.

ONE WHOLE ARMY.

"Another thing that has to be taken into account is the enormous number of members of the Union who have joined the colors. They amount to no fewer than 40,000. By the decision of the executive committee, all these men are exempt from contributions during their period of service. That means, of course, that with an increased expenditure the income of the Union has been very considerably decreased.

"The most remarkable and the most pleasing feature of the whole situation," said Mr. J. H. Thomas, M.P. (financial secretary), "is that notwithstanding the difficulties of a crisis such as the country has never before experienced, our Union membership is at this moment larger than it was at the commencement of the war. That in itself justifies the policy which the executive committee laid down, and which has been carried out.

PENALTY IN FOOD PRICES.

"Our men have done everything in their power to assist the Government, and now the enormous increases in food prices are hitting those men very, very severely. They are very rightly expressing their opinion by an overwhelming mass of resolutions which are reaching this office daily. They are not unmindful of their sacrifices, and they resent, as we do, the wicked and malicious advantage that is being taken of the work of our Fleet by a few people who are ready to profit dishonestly at the expense of the lives of our brave men.

"This aspect of the present situation is receiving immediate consideration, and our members can rest assured that their protests and suggestions are receiving attention. There is being no delay, and I trust that in a very short time there will be very material benefit to report."

WHAT THE "ALL GRADES" IS DOING

SHORT TIME AT PENRITH.

A few weeks ago the Association, through the General Secretary, wrote to the Chief Mechanical Engineer (Mr. E. E. Lucy) and brought under his notice the matter of short time being worked by many of the employees at Penrith Depot. It was pointed out that the three tool collectors have been on eleven days a period, three fire-lighters on eleven days, the tube sweepers on eleven days, three washout-men on eleven days, and four gland-packers on eleven days; and that at the same time there are about eleven fuelmen who have been getting in thirteen an fourteen days a period, six or seven engine-turners who have been getting in about thirteen days a period, and a number of loco- drivers and firemen who have been working full time. The Association, the Secretary said, was of opinion that the arrangement of the work could be made so as to ensure the lower grade of men obtaining a fairer share of the time worked.

The Chief Mechanical Engineer, in replying on the 20th inst., stated that arrangements have been made to equalise the time worked by all the running staff, and providing the traffic is maintained at Penrith the men complained of will in future make full time, the same as the remainder of the staff, but in the event of traffic falling off all the staff will participate in the short time, if necessary.

THE WATERFALL OIL STORE.

The Association on March 1st wrote to Mr. Lucy and asked him to provide a more suitable building at Waterfall for use as an oil store, as the accommodation which the present building affords is totally inadequate, and the men that have to work there grievously complain of the inconvenience, unhealthiness and general unsuitability of the place.

On March 18th Mr. Lucy replied, stating that arrangements will be made to give extra store accommodation of a temporary nature as early as possible.

BRANCH NOTICES.

BATHURST.

The members of the Bathurst branch are reminded that the Quarterly Meeting will be held in the Masonic Hall on April 7th, when it is hoped there will be a good attendance of members. Members wishing to acquire a yearly medal are asked to apply at once, as the secretary has only a limited supply.

PERSPICACIOUS PARAGRAPHS.

The inconsistency of some politicians is only equalled by their assurance. Works Minister Griffith girds at the National Government for having challenged, at the earnest solicitation of a large section of the community, the validity of the Wheat Acquisition Act, and he is himself a member of a Government that seeks to farm out the public works of the State to the middlemen—the Norton-Griffith firm.

A British bluejacket, writing to a friend, says:—"If the Russian army can push them (the Germans) out and make them fight, gun to gun, William will have enough scrap iron to make crosses with."

The police authorities throughout the Commonwealth are unanimous in their opinion that compulsory military training has benefited the youths subject to it.

Japan is willing to send 250,000 men to protect the Suez Canal, or to send them to Poland to help Russia, or to help in any way that the Allies desire.

At Mungindi last week Dr. Fitzpatrick was proceeded against under the Police Offences Act for playing cricket on a Sunday in a public place. The P.M. dismissed the information.

In reply to a deputation, the Attorney-General (Mr. Hughes) said that the policy of the Federal Government was to give preference in casual work to members of industrial organisations, and the Government would not allow that policy to be defeated by unsympathetic administration.

Speaking at Tamworth last week, M. Chayet, French Consul-General, said that German atrocities in Belgium had been amply proved, and he knew that rather than having been exaggerated they had been minimised. Females present prevented him from relating some of the details.

During the last four years 908 miles of railway have been constructed in Queensland. There are now 4856 miles of railway open for traffic in the northern State, more than any other State in the Commonwealth.

During the hearing of evidence by the Victorian Housing Commission, which was sitting in Sydney last week, one member said that the people at Canvastown seemed very satised. Another member saw a danger in this, and said the people might desire to stay there and make it a slum. How long will it take these people to learn that slums are not "made" by the unfortunates that have to live in them, but are produced by the same economic conditions that produce the fat landlords?

Before the same Commission, Dr. Armstrong, senior, Medical Officer of Health, was asked whether he considered that persons of low morals and weak intellect should be allowed to propagate, and in repy he said that the profession favored legislation of the kind, but that its ideas were not practicable at present. It seems to be taken for granted that low morals and weak intellects are the excusive monopolies of the slum dweller and the workers. Such is far from being the case, athough the slum provides a suitable nidus for the development of both. As a matter of fact, the average working man lives on a higher plane of morality than does a very large percentage of the high-living but low-thinking people that affect to despise him.

The Queensland authorities complain that the continued late running of the Sydney-Brisbane mail train has assumed a serious phase.

It is the intention of the Defence Department to take steps against anyone expressing openly a desire that the Germans may be successful in the present war. Such persons are to be severely dealt with.

The ratepayers of the Granville municipality decided by referendum not to borrow £30,000 to carry out permanent works, the voting being 159 in favor of the loan and 344 against. The question of rating was submitted to the ratepayers at the same time, and 269 voted for rating on the unimproved capital value and 91 for rating on the improved capital value.

Complaints about the curtailment of the train service in the country continue to be loud and tearful. Though specials are still running along the Culcairn-Corowa line to cope with the traffic, and there is an accumulation of 700 tons of goods at Culcairn, the Commissioners describe the traffic as "fair," but "not sufficient to warrant a return to the daily service."

A similar howl of anguish comes from Wingham, on the Manning, where the lime works have closed down because trucks cannot be obtained to carry the stuff away. Very soon State-owned railways will be quoted as an awful example of "the evil of Socialism in our time."

APPEALS BOARD.

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

Sec. 87—(1) Members, Secretary to C.C.—Chief Accountant—C.M.E.—Engineer-in-Chief—Chief Traffic Manager—and (2) Employees' Representative (Mr. E. D. Campbell), elected by ballot for three years. 88—(1)Three members form quorum. (2) Decisions by majority vote, Chairman having second or casting vote. 89—No member to hear appeal when appellant belongs to branch of the Service of which he is head. 90—Sec. to C.C. convenes meetings of Board, and keeps record of proceedings. 91—Appeals must be lodged within 7 days, and heard within 30 days of being lodged. 92—(1) Board may administer oath to witnesses. (2) Appellant entitled to have witnesses examined on oath, and to be represented by barrister, solicitor, or agent, who may examine witnesses and address the Board. (3) Board may decide any appeal as they think fit, and so order. 93—(1) Decision of Board final, except punishment involves dismissal, or reduction in rank, position, grade, or pay, when appellant may within 7 days appeal therefrom to Commissioners. (2) Thereupon C.C. and ors Assistant Commissioner together hear, and confirm or modify appeal, such being final. Appellant has same rights on appeal to C.C. as before (set out in Sec. 92 (1), (2), (3)).

THE BOARD.

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

THURSDAY, MARCH 18.

ASLEEP ON DUTY.

H. J. W. BUSSELL, eighth-class signalman, Newcastle relief, 9/ per day, was dismissed for being asleep on duty and for neglecting to light signals.

The appellant pleaded guilty, and asked for leniency. Regarding the first-mentioned offence he said he was unwell and fell asleep, and concerning the second offence he said the signals were not alight owing to his mate having taken the tricycle away. He lit as many as he could, and left the others as long as he could to economise oil.

The Board dismissed the appeal, but Mr. Campbell dissented, considering the punishment too severe.

TRAVELLING WITHOUT PASS.

H. C. GIBSON, reducing time porter, Newcastle, 8/6 per day, was dismissed on the following charges:—

(1) Travelling in company with his nephew (Jack Watson Gibson), who was under the influence of liquor, in a first-class compartment on No. 27 Pass. Train (5.18 p.m., ex Newcastle) without being in possession of pass or ticket on 5/2/15, and made untruthful statements in regard to the matter and also respecting his nephew's identity.

(2) Lamps in several signals out when No. 11 Down Mail passed Minimbah at about 12.2 a.m. on 4/2/15, and again when No. 8 Up Mail passed at about 1.50 a.m. on 4/2/15.

Appellant pleaded guilty, and asked for leniency. He said he had nothing to say as to why he acted as he did, and the Board dismissed the appeal.

A SLEEPY SIGNALMAN.

HARRY LITTLEJOHN, eighth signalman, Granville, 9/ per day, was ordered to lose pay while under suspension, and be reduced to the position of porter at 8/6 per day, for going to sleep on duty, this being the second offence.

Appellant, who pleaded guilty, and asked for leniency, said his wife had been ill, he was transferred to the metropolitan division and for the three previous nights he only had three or four hours' sleep. He admitted he was down town doing some business which could not be done by his wife, owing to her health. On the previous occasion he was suffering from influenza.

The Board dismissed the appeal.

FAILING TO CARRY OUT INSTRUCTIONS.

A. G. HURCOMBE, guard, Sydney, 11/6 per day, was fined one day's pay for failing to carry out the personal instructions of the District Superintendent, Goulburn.

The appellant pleaded not guilty, and was defended by Mr. Melrose.

Traffic Superintendent C. James said that on January 11th he arrived at Mittagong by motor at 10.30 a.m., and was informed that an engine was off the road, and that the breakdown had been sent for. When he arrived at the spot he saw that it was not required. He saw two guards idle and told one to go to the station and tell them to stop the breakdown. The man replied, "I'm not on duty," and witness said, "Surely that does not matter." The man again said "I'm not on duty," and witness then asked the other guard to go. Witness was in private clothes, and did not tell appellant who he was, but said he had charge of the work.

The appellant said he arrived on the spot about two minutes after the engine was derailed. He did not know James, had not even seen him before. Had he known it was the District Superintendent he would have gone, as requested.

The Board dismissed the appeal.

TUESDAY, MARCH 23.

FAILING TO SECURE CARS.

JOHN HAGGERTY, porter, East Maitland, 8/ per day, was fined two days' pay for having failed to secure two American cars, forming No. 16 Morpeth passenger train, before detaching the engine, with the result that they started away and ran a distance of about 500 yards towards Morpeth before being stopped, 1/2/15.

The appellant pleaded guilty, and asked for leniency on the ground of inexperience; he was defended by the General Secretary of the "All Grades." He said that the engine was attached to the cars for fifteen minutes, and he was doing other work. The S.M. asked him to detach the engine. The guard was sitting in the car at the time. He thought that he had applied the hand brakes. Appellant was in a great hurry, as he had other work to do.

The Board dismissed the appeal, but Mr. Campbell dissented, considering that the fine should be reduced.

ABSENT FROM DUTY.

JOHN JAMES O'BRIEN, second-class shunter, Darling Harbor, 9/6 per day, was dismissed for absenting himself from duty and for being "under the influence" when on duty.

Appellant pleaded guilty, and asked for leniency. He submitted that his wife was ill and he had to go and get medicine; that he tried for a quarter of an hour to get Darling Harbor on the 'phone, but failed.

The Board dismissed the appeal.

THURSDAY, MARCH 25.

IRREGULARITY.

C. O. DUNSHEA, conductor, Tempe, 9/ per day, was dismissed the service for "a serious cash-fare ticket irregularity."

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

G. Hamman, examiner, said that he was on duty on February 14th on the Undercliffe line. He joined at Warren loop and asked Dunshea for his journal. This he received and went to the rear of the tram. He found a lady in the second compartment from the end with a light blue ticket, No. 63450. He found 63445 in the journal. The lady said she joined the tram at the railway, and was sure the ticket was the one the conductor gave her. Witness impounded all the tickets of this class, and found nearly all of them on the car. He found 63455 on the car, also the last ticket issued. He left the lady with the conductor, and was sure that she travelled at least two stages after he (witness) left her.

To Mr. Meagher: He was quite sure that he spoke to the lady between Warren loop and Warren-road. He thought she got out at Hill-street, the last stop before the terminus. He had been an inspector for five years, and might have met Dunshea before; he could not say so definitely. He had occasionally met ladies in possession of wrong tickets and sometimes when they looked they found the right ticket after producing the wrong one. The lady said she purchased the ticket and had not travelled on any other tram.

W. Gunther, driver of the tram, said that he checked Dunshea's journal several times that day.

To Mr. Meagher: He had had fourteen years' service. Dunshea was his conductor nearly two years, and bore a good reputation. Witness always found him reliable. He had had experience of passengers holding wrong tickets, that was, one that had been previously issued. He had found ladies in cases of this kind very obstinate, but who, when pushed hardly by the examiner, found the correct ticket.

Inspector Goodyear gave evidence of having interviewed a Miss Hart in connection with a cash-fare irregularity, and said she appeared to be a highly-respectable person.

Claude Dunshea said he had had three years' service, and no charge of the kind had previously been brought against him. He denied issuing the ticket in question. He issued a ticket to the lady just after leaving the railway and did not check tickets when leaving Enmore. He only had time to ask the lady if she was sure she had no other ticket when the car stopped at Hill-street. No. one was sent to this lady on his behalf.

The Board considered that as there was a doubt about the matter the appellant should have the benefit of it, and upheld the appeal.

VARIOUS OMISSIONS AND COMMISSIONS.

HENRY CHILTON, conductor, Tempe, 9/ per day, was dismissed on the following charges:—(1) Failing to work in accordance with roster and making misleading statements in regard thereto; (2) entering on running journal work which he did not perform; (3) obtaining the initials of an unauthorised person to the entries of commencing numbers on the running journal, thereby falsely representing that it had been checked in accordance with instructions, 25/2/15.

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

Mr. Meagher said that Chilton was on the Undercliffe run as assistant conductor, and during the night became ill and left the tram for an hour, and that when he felt well enough he joined the car again and went on with his run.

The appeal was dismissed.

TRAMWAY WORKERS OF EUROPE.

REPORT UPON WAGES, HOURS OF LABOR AND CONDITIONS.

LONDON AND GLASGOW.

While the American Commission was pursuing its investigations in Italy the war broke out, and Messrs. Mahon and Bland, who constituted the Commission, had some difficulty in getting to London. They were compelled to abandon their Austrian inquiries. When they arrived in London they discovered that the war was the one absorbing topic, and that conditions were so unusual it was impossible to continue their personal investigations. Mr. W. J. Riddell, President of the Tramway and Vehicle Workers' Union, gave them some information which they have put on record. He informed them that eighty-five per cent. of the tram employees of London are organised, and that the London County Council treats and makes agreements with the Tramway Union, and that similar agreements were in force with many of the private companies. The wage for motormen and conductors, of whom there are about 5000 in London, runs from 5/ to 6/6 per day. He said the wages were higher on the municipal lines, which would naturally follow, for the private roads are operated outside the county area and in less congested districts. The work day is nine to ten hours, completed in fifteen hours, and the six-day week prevails.

In a conference with the manager of the London Municipal Tram System they were informed that when the electric motor 'bus was installed in London a large number of tram employees left the service to operate 'buses, and the reason assigned was that wages on the 'bus system were higher.

The motor 'bus system of London has cut into the receipts of the tramways to an alarming extent; so much, in fact, that the tram management has offered inducements in various ways to attract patronage.

There are some 1700 tram cars in operation in London and about 3000 motor 'buses. Both are double-deckers. Where the lines compete the fare is about equal on 'bus and tram, but where there is no competition the 'bus fare is higher.

Last year the London trams carried approximately 523,000,000 passengers, while the motor 'buses carried 550,000,000 passengers. These figures, of course, represent cash passengers on the zone system, there being no transfers.

In his report to the London County Council last year, the manager of the municipal trams says:—

"During the year the competition between the Council's tramways and motor omnibuses has been very keen. However, the rearrangement and reduction of fares, including the institution of additional return fares, and speeding up of the services, has helped the tramway undertaking to recover to some extent its passenger traffic."

On the municipal trams of London an average speed of more than nine miles an hour has been attained, and this with double-decker cars, which are comparatively slow to load and unload.

While the tram management is advocating speeding up, there is a movement to speed down on the motor 'buses. The increasing accidents in the streets of London caused by motor 'buses was the subject of an investigation recently by a Parliamentary Committee. It was found that the number of fatal accidents in the metropolitan police area had multiplied over threefold in eight years, and that the number of injured had doubled in the same period.

High speed in surface transportation not only increases the danger to pedestrians, vehicles and passengers, but makes wrecks of trainmen. More speed, however, means less cars, less employees, less operating expense, increased labor for the men, and more monetary return for the owners. The desire to make a showing and increase receipts by this reckless method is resorted to apparently by the municipal manager as well as the private company. The most effective check to this evil has been the force of our trade unions.

Realising the importance of Glasgow as a municipal utility centre, notwithstanding the chaotic condition of affairs, the Commissioners took advantage of the time they had before sailing to visit Glasgow, and investigate the municipal tram system. As there is no union of tram employees in Glasgow, they were somewhat handicapped to get information from that source. However, they succeeded in obtaining the information they required, and report as follows:—

"On the Glasgow system we found that the employees in the various mechanical departments, to the number of about 400, were members of their respective trade unions, and that they were paid the prevailing union scale that had been established by their unions with the other private employers in the city. But when we came to the motormen and conductors, which number 3012 men, we found no union at all. These employees were organised up to 1911, when they made demands for an increase of pay and shorter hours of labor. This was refused them, and they went on strike. Their strike was fought as viciously by the municipality as it could be by any private employer. The General Manager was given absolute power by the City Council to deal with the men in any manner that he saw fit. He succeeded in breaking the strike, and over 400 of the men were victimised and never allowed to return to the service. A little later, the City Council conceded that the men's contest for shorter hours and better pay was right, and granted it.

"In discussing this subject with the manager, he said he was absolutely opposed to any union, and that he did not believe any man that worked for a municipality should vote or take any part in the political affairs of the municipality.

"On the Glasgow municipal trams the trainmen work a six-day week of fifty-one hours.

"The scale of wages for motormen and conductors is graded, and runs as follows:—

	Per Week.
First year	27/
Second year, 1st 6 months	28/
2nd 6 months	29/
Third year, 1st 6 months	31/
2nd 6 months	32/
Fourth year	33/
Fifth year	34/
Sixth year	34/
Seventh year	34/
Thereafter	35/

"Uniforms are furnished trainmen free, the Corporation retaining ownership. When leaving the service these must be turned in. If an employee wears out more than the prescribed allowance he must pay for the extra garments.

"On the Glasgow system we found a tendency towards paternalism and welfare features similar to that met with here among companies that use these methods to prevent organisation, such as clubrooms, concert halls and an employees' restaurant.

"The power delegated the manager in the discipline of employees is absolute. He may discharge any employee, we were informed, and in this, as in most matters, his decision is final.

"One of the most rigid physical tests known to the business is required of applicants on this system, more exacting than for military service."

(Conclusion.)

THE HOSPITAL FUND.

WHERE AND HOW THE MONEY IS SPENT.

The monthly meeting of the Railway and Tramway Hospital Fund was held in the Railway Institute on March 12, when there were present: Messrs. J. W. Wright, G. H. Keddie and J .W. Carr (Vice-Presidents), Mr. James Smith (treasurer), Mr. Robert Bowmaker (auditor), Mr. W. A. Cuneo (secretary), and the following Committeemen—Messrs. R. D. Wright (Audit Office), George Wray (Divisional Engineer's Office), Norman Knudson (Inspector Leck's Office), K. Davidson (Traffic), J. W. Nicholsen (Car and Waggon Shops), Lockhard (Gas Works), F. Ardill (Electric Branch, Trams, Randwick, W. A. Fraser (Paint Shops, Randwick), and G. A. Wilson (District Superintendent's Office, Sydney).

Apologies were received for the absence of Mr. W. H. Swain (President), Mr. W. E. Newell and Mr. S. Hinsen (Randwick).

Mr. J. W. Wright took the chair.

CORRESPONDENCE.

The following correspondence was read:—From the secretary of Mungindi Hospital, just inside the Queensland border, asking to come under the Funds agreement; from the District Superintendent, Lismore, re the organisation of a collection in his district; from Mr. Edwin Wills, who had retired from the service, and was collector at the Boiler Shops, Honeysuckle Point; to and from Inspector Cooper concerning £4/6/9 lost in transit from Newcastle to the Tramway Engineer's Office and part of outstandings on the balance sheet, and numerous other minor inquiries and changes of the collecting staff; also an application from Mr. Beaumont, who was a patient in the Wahroonga Sanatorium, asking for a refund of the amount as paid to hospitals in agreement with the Fund. It was resolved that as the receipts covered Mr. Beaumont's application and all else were in order the refund be paid.

The Secretary explained all that had transpired over the Mr. Cooper's missing letter of value, whereupon it was decided that the matter be held in abeyance by the Secretary for three months.

In connection with the application from the secretary of the Mungindi Hospital, Inspector Saunders, of Moree per. way, had also supported the application. It was the only hospital convenient to his men working on the Mungindi extension, and two men had already gone to the hospital. A discussion took place as to whether the Committee had any power to make any agreement with a hospital outside the State. The Secretary said there was no State limitation in the rules, and that in his opinion they were in duty bound to accept their obligations to any member who might fall ill in any other State. It was pointed out that this could always be met by refunding, but as the Secretary had applied to come under their agreement it would be only courteous to accept. Mr. Wray moved, and Mr. J. W. Wright seconded, that Mungindi Hospital be added to the list already in agreement with the Fund, and the resolution was carried.

The Secretary reported that he had received the accounts for the two patients interned for smallpox at Yass, which only amounted to 27/11, and which would be presented that evening. He felt pleased that the Committee's honorable stand was so easily met.

The following list of maintenance accounts were then read and presented by the President.

Mr. Bowmaker moved, and Mr. Nicholsen seconded, that the accounts as read be paid. The President thanked the Committee for their attendance, and the meeting then adjourned.

SUMMARY OF RAILWAY AND TRAMWAY HOSPITAL ACCOUNTS SUBMITTED TO MEETING HELD IN RAILWAY INSTITUTE 12/3/15.

Name of Hospital.	No. Days.	£	s.	d.
Prince Alfred's	236	25	6	0
St. George's Cottage	7	0	15	0
Dangar Cottage	117	12	10	9
Lithgow Hospital	56	6	0	2
Sydney Hospital	132	11	18	10
Coota Hospital	32	3	10	9
Coast Hospital	6	0	18	0
South Sydney	44	4	14	4
Nepean Hospital.	16	1	14	4
Newcastle Hospital	165	17	13	8
Lismore Hospital	213	22	16	6
Blayney Hospital.	56	6	0	0
David Berry Hospital	6	0	18	0
Berrima Hospital	21	2	5	0
Yass Hospital	59	6	6	6
Royal N. Shore	122	13	1	3
Parkes District Hospital	18	1	18	7
St. Joseph's Hospital	31	3	6	5
	1237	£141	14	1

Refund to W. J. Jenkins, "Mokdia," Short-street, Kogara, to 34 days Wahroonga Sanatorium, receipts produced, £3/12/10. Miscellaneous—Townsend's: 1000 car envelopes 12/0; 1 file (treasurer), 3/6; 1000 fly circulars, £1/2/6; 1000 lists, £1/10/0—£3/8/0. "Co-operator": 1000 circulars, £1/12/6; 200 posters, 10/6; 1000 poster cards, £1/7/6; 1000 consumptive cards, 10/6—£4/0/6. Charge to Consumptive Account, £148/2/7—£3/12/10. Grand total, £152/15/5.

TRAIN DISASTERS AND SAFEGUARDS.

(Continued from Page 5.)

time to press more strongly for safeguards, but the matter should never be entirely forgotten. The inventive genius of man has always been directed to the increasing of dividends so far as industry is concerned. The time will soon arrive, let us hope, when it will be directed to the easing of labour and the saving of life, and one of the first places where it should be given scope is in the British railway industry.

At the inquest the jury found that the deaths of the victims were "by accident, due to an error of judgment on the part of the Clacton express driver in misreading one signal for another, near the scene of the accident, thus working on a false presumption, he being ignorant of any error at the time."

The principal witness was the driver of the Clacton express, Frederick Bloomfield, who said that when he was approaching Ilford station he noticed that the distance signal was down. He took that as indicating that he might run through Ilford station, and he did so. When he was approaching the home signal, which was obscured by smoke and steam, he noticed it was at danger. He immediately applied his brakes, opened the whistle, and waited for the crash. The jury added the following rider to their verdict, given above:—"In our opinion all guards' vans which have back view lookouts should be at the rear of all trains. We agree that the guard of the local Gidea Park train should be commended for so promptly applying his brakes, and in our opinion saving the lives of hundreds of other passengers."