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VOL. VI., No. 4.

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VICTOFIA.

A harriers' club has been formed A harriers club has been formed in connection with the gymnasium at the Railway Institute. The Council donated a sum of £2 2s, to secure registration in the V.A.A. Members are cordially invited to join the gymnasium, which secures all rights to the club free of charge. The committee has under consideration at the present time the question of free concerts of time the question of free concerts of the popular order. Boxing and wrest-ling classes are now being formed in connection with the gymnasium. The library is now opened on a new plan. Members can go to the shelves and select from their favorite authors, instead of having to hand the numbers of the books they require across the counter to librarian. The orchestra has commenced rehearsals under the able conductorship of Mr. Hanstein. So far some twenty members have decided to join, and many more are expect-

We are pleased to record the bringing into existence of what promises to be a very energetic addition to the rapidly increasing number of guilds (branches). At a large meeting of men engaged as running gear repairers, it was unanimously decided to form a guild. From the speeches made at the meeting, it was very evident that those onnected with its formation are con to help to solidify the employees into one concrete body, whilst at the same time dealing with their internal grievances and shaping them for submission to the ouncil by those directly concerned. The election of officers resulted in Mr. J. Conroy being selected as President; Mr. A. Eakins as Vice-President, and Mr. J. S. Milne as Secretary. In congratulating them on the step they have taken, we feel sure that this further addition of workers in the movement will place us still another step forward in the great movement for the consummation of "One Society"

The Casual Union Trouble.—The announcement, says the "Victorian Railway News," that appeared in one of the morning dailies during the month, that the members of the Casual Union had, after hearing representatives from the Amalgamated and Transportation Societies, decided to throw in its lot with the latter body, comes as a great surprise to all of our members who are acquainted with what has taken place. The facts, briefly, are that some twelve months ago representatives from our Society addressed some thirty of these men, and after fully explaining to them the continuous fight our Association was putting up on behalf of all casuals in the service, they unanimously decided to attach themselves to our Society. Since organiser Hyett's appointment, some two months ago, he has made repeated visits to the goods sheds, where unfortunately the majority of these men obtain very intermittent employment, and on not one single occasion has it ever been suggested to him that the Amalgamated Society was not doing everything possible for the men engaged there. What further proof of this is necessary than the fact that we are enrolling new members there daily? The organiser will be about the sheds frequently during the about the sheds frequently during the month, and he would be pleased to meet some of the men, if there be any such, who have "decided in a body to join the Transportation Society." The whole thing savors very much of a joke, and if it is not one, we hope to hear something official from the union as to what attitude it has taken up on the matter, and thereby solve what is at present a mystery. In order that no misapprehension will exist regard-

ing the interest taken by our Association with the requirements of casuals, it might be pointed out that at our re-cent conference there were seven cas-ual employees, selected by all grades, to represent them, and besides this we have a number of casuals holding seats on the Council.

The Amalgamation Movement. -General Secretary Sheeran writes, under date, May 11th:—"The adjourned conference re the One Society movement met in our rooms last Sunday. We had about two hours' discussion. Finally it was resolved that we should exchange rules and each side go through and take out what was objec-tionable. When that was done, the two secretaries were to arrange a meettwo secretaries were to arrange a meeting with a view of drawing up a skeleton constitution. What the Transportation people desire is to retain their own identity; either all the funds or a percentage to be pooled. The greatest stumbling-block to them is the anxiety for the Traffic people to become registered under the Commonwealth Abitration Act, as they seem to be under the tered under the Commonwealth Abitration Act, as they seem to be under the impression, according to the rules of Registrar, that only sectional societies would be eligible. Even if anything does come out of this, it will be a very very slow process, as first it would have to be submitted through the Transportation Annual Conference, then to members and finally have to be approved of by the Transportation approved of by the Transportation

SYDNEY TRADES HALL.

SOME INTERESTING FIGURES.

Whilst chatting with the genial and capable secretary of the Sydney Trades Hall, Mr. George Rutter, last week a representative of the Co-operator gleaned some information about the institution, which should be of interest to a great many of our readers. Many residents of the country know little or nothing of the building in which their interests as industrial unionists are attended to by keen and intensely sympathetic officials, and as important extensions are now nearing completion the time appears to be op-portune for mention in the only trade union organ published from the Trades

June 3rd next (Prince of Wales Birthday) that sturdy old democrat, the late Hon. Hy. Copeland, stood up on the floor of the N.S. Wales Legislative Assembly to move that a sum of £6,000 be placed upon the estimates for the be placed upon the estimates for the purpose of leasing or purchasing a block of land as a grant for a trades hall. The Alexander Stuart Government was then in office, and, though professedly sympathetic (several deputations had wanted upon the Premer, would not accept the responsibility of making the request for the money a Government matter. The resolution, however, was carried and in due course the money was made available. A fine the money was made available. A fine bust of Hy. Copeland adorns the niche of honor at the entrance to the hall to this day as a mark of appreciation of that signal service. The money was handed to trustees appointed by the various unions alive at that time (only a few in comparison to the present day)

and after several sites had been inspected and rejected, a piece of land having 81 feet frontage to Goulburnstreet and 138 feet frontage to Dixonstreet and 138 feet frontage to Dixon-street was purchased for the sum of £5,950. It was then found that the combined financial strength of the unions could not erect the building, and a company was formed called the Trades and Industrial Hall and Liter-ary Institute Association of Sydney I imited, with a capital of £15,000 in £1 shares. That company now has a capital of £40,000. capital of £40,000.

The original building, which cost £10,000 had a frontage of 81 feet to Goulburn-street and 40 feet to Dixonstreet. That served the purpose for about eighteen years, when the need of more room, which had been keenly felt for a long time, became imperatively urgent. Seven years ago the company bought an adjoining piece of felt for a long time, became imperatively urgent. Seven years ago the company bought an adjoining piece of land for £900, 74 feet by 40 feet, and built a large banner room on the ground floor, a social room on the first floor, four new offices and a big meeting room on the second floor, and a large concert room on the top floor—the total additions costing £6,000. But the last seven years have spelt wonderful progress for industrial organisation in New South Wales and Sydney especially, and a vear ago the need for still more room knocked incessantly at the door of the company's directorate. About six months ago further additions were decided upon, which are now nearing completion (the *Co-operator' office is located in the new building) and will run into another £6,000. The total cost, therefore, of the Sydney Trades Hall of 1910 will be £22,000—an asset of which N.S. Wales trades unionism might well be proud. trades unionism might well be proud. The latest additions are built upon land bought for £1,600 and provide for a

new library and reading room 40 x 26, nine large, airy and well lit offices and a flat roof which is likely to be found of much convenience. Electric and gas light is installed right throughout the building, as is also up-to-date lavatory accommodation. There is a fire-proof staircase on to the roof and a fire service covering the whole of the building. All this work has been carried out by day labour at maximum rates of

Some idea of the work done at the Sydney Trades Hall can be gleaned from the fact that thirty-one permanent officials (secretaries and their assistants, etc.) are quartered there, and about 110 unions and societies hold their meetings at the home of trades Well on toward 100,000 unionism. unionists rest secure because of the work done on their behalf at the busy Sydney Trades Hall.

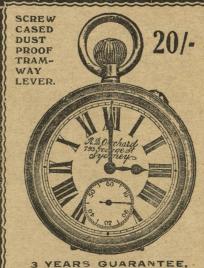
SECTIONALISM'S SERIOUS ASPECT.

Sectionalism has evidently reached an acute stage in Philadelphia, where, early in last month, a general strike was proclaimed, as a result of what looks like a deliberate attempt to disintegrate the organisation of tramway men in that city of bustle and litigation. The strike, happily, now appears to have fizzled out. The Philadephia tramway men asked for an increase of wayes and apparent of the process of the strike crease of wages and an agreement on the part of the tram company not to recognise any other union than the Amalgamated Association. The union Amalgamated Association. The union leaders asserted that a rival organisation, known as the United Carmen's Association, had been put into the field to defeat the efforts of the Amalgamated Association for better working conditions. The strike was accompnied by serious riots, in which a number of people were killed. The —"Black Hussars," as the mounted police from the coal fields are known, were called in, and it was not till the most severe measures were adopted that order was restored. A general strike was prorestored. A general strike was pro-claimed, and 40,000 men went out, including cabdrivers, bricklayers, textile workers, carpenters, plumbers, tailors, but it only lasted a few d The tramway strike lasted eight weeks

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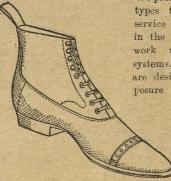
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Tibbooburfa T. H. Hartley Tibb White Cliffs W. E. Höggs Whi	ringdale inbinga Temora Corowa Culcair Lockhar Mulwala he Rock L. Office
DENILIQUIN	ringdale cinbinga Temora Corowa Culcairi Lockhar Mulwala he Rock J. Office coodooga cooburra te Cliffe
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	Electorate.	Branch.		Secretary and Address.	
	GOUGH	Bald Nob	Miss	E. McCormack Bald Nob	n
		Emmaville	J	E. McCormack Bald Nob I. Pemberthy Ellsmore Buching Emmaville Mary Wood Gilgal C. Bates Flour Mills, Glen Innes Hooker Bootmaker, Guyra Hogan Red Range I. Topper Stannier E. Hunt Inverell, Box Brownlow Binda R. Apps Breadalbane I. Armstrong "Crookwell Gazette" Seagrott Delungra Fodd Goulburn J. Knox Ashford Greenstreet Boogabilla McDougall Boomis E. Hunt Little Plain	n
		Glen Innes	Mrs E. (C. Bates Flour Mills, Glen Innes	R
		Red Range	H.	Hogan Red Range	
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	GOULBURN	Binda	A. T. 1	Brownlow Binda R. Apps Breadalbane	V
		rookwell	J.	T. Armstrong "Crookwell Gazette"	+
		Goulburn	M.	Todd Goulburn	1
	GWYDIR	Ashford	W. E.	J. Knox Ashford Greenstreet Boggabilla	V
		Boomi	A. I Mis	McDougall Boomi s E. Hunt Little Plain	2
		Moree	Clei	n Johnson Moree	S
		Pallamallawa	E.	Winham Binneguy, near Pallamallawa	
	HARTLEY	Clarence	D.	A. O'Sullivan	2
		Katoomba	W.	Davies School of Arts, Katoomba	t
		Medlow Bath	R. J.	Bellis Saywells Cottages, Lithgow Cliff Medlow	3
		Newnes Portland	G. Car	Cohen	t
		Torbane	J.	Lord Torbane	To the
	HASTINGS and MACLEAY.	Kempsey	C.	Wells	1
	TATUDAY.	Richmond	W.	J. Tant	
	КАПІВАН	Lambton	R.	Wells Merewether	1
	LACHLAN	Cudgellico	P. J.	Cronin Barmedman T. Blacker Cudgellico	1
		Condobolin	W.	Edwards Lachlan-st., Condobolin W Fineran Melrose via Condobolin	
		Tottenham	G.	B. Rind Tottenham	1
		Wyalong	He	nry Aitken Bank-rd., Wyalong	-
	LIVERPOOL PLAINS	Coolah	F.	J. Scott Coolah	1
		Curlewis	M. J.	W. Nelson	5
		Gunnedah Leadville	G. H.	E. Russell	
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0	MACOUADIE	Tuckland	F.	Milson	-
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d	MAITLAND	West Maitland	R.	F. Stapleton High-st., West Maitland	
n	MONARO	Berrydale	H. A.	C. Clarke Berrydale I. Leslie Cooma	
y n		Jindabyne	T.	Hale Moonbah, via Jindabyne Feeney Lerangle	
y	MUDGEE	Gulgong	A.	O'Brien Gulgong	
d		Hill End	W.	T. Carver Hill End	
e d		Pyramuel	G.	Price Pyramuel	
n		Sally's Flat	.L. .G.	Price Upper Pyramuel, via Sofala	
e		Stuart Town Stoney Creek	. J. . M.	E. Webber Stuart Town Gleeson Near Mudgee	
v	MIIDDAV	Long Creek	· J.	E. Wood Long Creek, via Windeyer	
d	MUKKAI	Booligal	.W.	R. Giddens President, Booligal	
le n	MURRUMBIDGEE	Coolamon	.V.	G. Veness Coolamon	
nt st		Ganmain	· R.	L. Kelton Ganmain	
n		Grong Grong (Wm's.)	·G.	Seaton Grong Grong S. P. Harris Grong Grong	
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ty		West Wallsend	.G.	Dunn Weston J. Johnson West Wallsend an Walkins Holmesville	
nt te	ORANGE	Manildra	·Ev	an Walkins Holmesville J. Kelly Manildra	
ty		Mullion Creek	.J. .H	J. Kelly Manildra E. Connor Molong Fieldus Mullion Creck	
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ay	ROUS	Murwillumbah	R.	White Lismore Easton Murwillumbah	
ry	SHERBROOKE	Guildford	Pe	C. Munro Guildford	
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NEW LEAGUE AT KILLARA.

A well-attended meeting was held A well-attended meeting was held on the 12th inst. at Killara Hall with me object of forming a branch of the P.L.L. of N.S.W. Mr. H. Lamond was voted to the chair, and after explaining the object of the meeting gave an able address. Mr. Slater, president Paddington League, addressed the meeting on league formation, and was well received getting to the and was well received, getting to the point every time. Mrs. Keane, W.O.L., also addressed the meeting, and made some telling remarks, which brought forth rounds of applause from her hearers. Mr. F. Dwyer. Paddington, vice-president, and Mr. Mooney wave a helping hand. On the hon, secretary getting to work twenty-eight members were enrolled. Officers were bers were enrolled. Officers were elected as follow, pro tem:—President, Mr. H. Lamond; vice-president, Mr. T. Read; treasurer, Mr. R. O'Brien; hon, secretary, H. Dodds. The next meeting was fixed for May 25, at the same hall. Votes of thanks were pass-ed to the office-bearers and the chair-The members then partook of refreshments, and departed well pleased with the start made. Since the

meeting I have to report twelve more members, total 40, and going strong. By next meeting we expect the century, and still batting strong. The ladies are taking a great interest and joining the league.

MUSWELLBROOK P.L.L.

At a meeting held on May 14th a presentation in the shape of a purse of sovereigns was made to the retiring secretary, Mr. Jack Hadaway, who is leaving the district. In handing over the purse, President Campion eulogised the recipient on the energy he had displayed in fighting a hard battle, and assured him that he had the good wishes of all the members for a prosperous career. Mr. Hadaway, in returning thanks, said he had done his level best to win, and trusted the assistance so willingly extended to him would be forthcoming for our new second would be forthcoming for our new secretary. B. E. Loydell. He valued their gift not from a financial standpoint, but as a recognition that he had tried to do his duty at all times, and was pleased to say that some friendships formed in Muswellbrook could only be

SELECTION NOMINATIONS.

Bega electorate—Date for receipt of cominations for selection has been exended till 8 p.m. on May 21st. E. Reedy, secretary, Bombala.

Canterbury-Nominations will be reeived until further notice. secretary, Consett-street, Dulones, see

Tamworth — Nominations received iil June 1st. Selection fixed for June 5th. P. Doohan, secretary, Tamworth.

Burrangong-Nominations close May F. Leach, secretary, Cloete-

28th. J. F. Le street, Young. Gordon — Nominations close May 24th. H. W. Mashman, secretary, Vic-

oria-avenue, Chatswood. Waverley.-Nominations close May 30th. G. Ware, secretary, 32 Glerstein-street, Waverley.

Durham-Nominations closed May Hy. Blanch, secretary, Ray-14th. Hy. E mond Terrace.

Alexandria-Nominations closed May Alexandria—Nominations closed May 13th. A. Devlin, returning officer, 75 Phillip-street, Waterloo. In this electorate the sitting Labor member, Mr. J. R. Dacey, is meeting with opposition in the selection ballot. Several nominations of other candidates have already been received. already been received.

Gloucester.—Nominations close May 21st. J. Lalor, secretary, Taree.

NEW LEAGUES.

Narrandera—A meeting was held at the Council Chambers last Wednesday night, when a women's branch of the League was formed, with splendid prospects of a big membership and a owerful influence.

Killara—A new League was also formed at this centre last Wednesday

Wolumla-New League formed at meeting held at School of Arts on May 14th. D. J. McDonald, secretary.

Yamble.-New League formed, May 14th. Meeting convened by Jno. Car-

SUBSCRIPTIONS TO FIGHTING FUND.

The appended list is a complete reord of the subscriptions made to the P.L.L. fighting fund up till Monday last. Some of the money was received in response to the collection cards issued last year, and the balance in response to appeals made to unions by deputation and otherwise. As it is the intention of the Executive to contest every seat at the forthcoming State elections, there is no need to emphasise the fact that substantial financial port will be urgently required. Whilst the appended list evidences the loyal support of a number of unions, and some few leagues quite a number of other leagues are unnecessarily conspicuous because of the insignificance of their contributions. It is to be hoped this gentle hint, together with the public acknowledgment of the amounts received, will exercise a salutary effect upon the shilling brigade.

Trolly and Draymen's Union	10	0	0
Bookbinders' Union	5	0	0
Sawmill Employees' Union	5 5	0	0
Stonemasons' Union	0	U	U
Sydney Wharf Laborers' Union United Furniture Trades'	5	0	0
United Furniture Trades'	16		
	5	0	0
United Furniture Trades'			
Union	5	0	0
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ers' Union	0	0	0
Goulburn P.L.L.	3	5 3	0
A.J. Tailors' Union United Operative Bricklayers'	0	0	U
Union	3	3	0
Brickmakers' Union	2	2	0
Bridge and Wharf Carpen-			
ters' Union	2	2	0
Corowa P.L.L	2	2	0
Hotel Caterers and and Res-			
taurant Employees' Union	2 2	2	0
Journeymen Tailors' Union Saddle and Harness Makers'	4	2	0
Union	2	2	0
Signwriters' Union	2	2	0
Sydney Trades' Union of Painters Wheeo P.L.L. Operative Plasterers' Union. Randwick P.L.L.			
Painters	2	2	0
Wheeo P.L.L	2	1	0
Operative Plasterers' Union	2	0	-0
Randwick P.L.L.	2	0	9
Brewery Employees' Union Harden P.L.L.	1	16	0
Powning P I I	1	12	0
Bowning P.L.L	1	2	0
"Worker" Trustees	1	1	6
Letterpress Machinists' Union	1	1	0
Electrical Trades' Union	1	0	0
Hairdressers' Union	1	0	0
Mrs. J. Grant	1	0	0
Peak Hill P.L.L.	1	0	0
Stannifer P.L.L.	1 1	0	0
Tichbourne P.L.L Wattamondara P.L.L	1	0	0
Glebe PII	0	17	0
Phillip P.L.L.	0	17	6
Little Plain P.L.L	0	16	6
Granville P.L.L	0	13	0
St. George P.L.L.	0	13	0
Phillip P.L.L. Little Plain P.L.L. Granville P.L.L. St. George P.L.L. Balmain P.L.L.	0	12	0
Wellington P.L.L	0	12	0
West Maitland P.L.L Farriers' Union	0	12	0 6
Process Engravers	0	10	6
Process Engravers St. Peters-Camdenville P.L.L.	0	7	0
Eastwood P.L.L.	0	6	6
Veoval P I I	0	6	6
Pallamallawa P.L.L.	0	6	0
Glebe P.L.L	0	5	0
"Worker"	0	3	6
Con. Hogan P.L.L. Singleton P.L.L. Summer Hill P.L.L.	0	2	6
Summer Hill D I I	0	2 2	0
Balmain P.L.L.	0	1	0
		28.8%	_
Total£	119	10	0
	944	13	(/
May 6th, 1910.	944	13	_

RAILWAY INDUSTRIAL POLICY DEPUTATION TO LABOR PARTY

SYMPATHETIC LEADERS.

A deputation from the Amalgamated A deputation from the Amalgamated Railway and Tramway Association, consisting of Messrs. Brown (president), Stephenson (executive officer), and J. H. Catts, M.H.R. (general secretary), waited upon the State Labor Party at Parliament House last Thursday afternoon. The Labor Party were having its caucus meeting prior to the opening of the State Parliament.

The party were asked to make a definite pronouncement in its policy statement regarding—(1) Amendment of the constitution of the Railway and of the constitution of the Railway and Tramway Appeal Board; (2) a service superannuation scheme; and (3) civil and political rights for railway and tramway men. It was pointed out that there are nearly 30,000 employees affected, and that their influence in an election is considerable. It was asked that there should be an amendment of the Appeal Board to provide for one representative from the department, one from the employees, and an independent chairman. At present the departmental representative and chairman are both officials. man are both officials.

man are both officials.

In regard to superannuation, it was pointed out that no private railway in the world of any size was without its superannuation fund. A scheme had been prepared and submitted to the Chief Commissioner, who had expressed his approval. It had in turn been placed before the Wade Cabinet some twelve months ago, but nothing was done. No doubt Mr. Wade would play this card as an electioneering device, but he had had plenty of time to attend to it, and neglected the opportunity.

portunity. Referring to full civil rights of

Referring to full civil rights of State employees, there was no need to emphasise this matter, as it was a plank of the Labor platform.

Mr. McGowen said the party were favorable to legislation of the kind referred to. He had stated so in the

House.

Mr. Holman said the party were indebted to the deputation for a reminder important matters of policy. on very important matters of policy. The railway and tramway employees at every centre should stand loyally by the party in the great fight into which it was entering.

WADE'S GYMNASTICS.

As a political acrobat, Mr. Wade is proving that he can be stretched, squeezed, doubled up, and tied into double bow knots with the utmost ease, with surprising agility, and quite kaleidoscopic change. A few weeks ago he delivered himself of his great railway policy announcement, which amounted to proposals for the duplication of existing main lines. The Labor opposition put forward a counter proposition of light lines from coastal ports, up and down our eastern seaboard, to the hinterland beyond. Publication of the company of the counterpart of the counterpa board, to the hinterland beyond. Public discussion and criticism turned upon the two opposing policies, with the result that Wade's great policy fell flat. The public know perfectly well that a policy of centralising everything in Sydney and hauling all produce over long distances to converge on one already overcrowded central point is the policy of a political lunatic. Mr. Wade has, however, found no difficulty in discarding his own policy, and plagiarising Labor's programme. "Duplications will be proceeded with," says he, "whilst an expert commission will enquire into the question of opening up fresh ports expert commission will enquire into the question of opening up fresh ports along our coastline, by means of railway connection. This is the most barefaced theft of another's brains imaginable. All such contortions will, however, deceive no one. Wade has had three years to give practical expression to his ideas of railway development, but although the country has been crying out for action, the Wade Government has stood silent in the face of great railway necessities. Not only should such a political sluggard only should such a political sluggard be taken with a grain of salt. electors should punish the Wade Go vernment for its past inaction,

ELECTION ORGANISING.

The State Labor Party at its last meeting decided to ask each Federal member to place himself at the dis-posal of the State party for a week's posal of the State party for a week's organising prior to the opening of the Federal Parliament. The State party will arrange the detail work. In this way a good deal of ground can be covered. There are now twenty Federal Labor members, including Senators, so that a week's organising could be done in Liberal seats if the proposals outlined are agreed to. proposals outlined are agreed to. There is no reason why what is aimed at should not be accomplished. Labor is one in both Federal and State, and the success of the party at the polls is as necessary as it was at the Federal election. Federal members will be doing the movement's work the most effectively by helping the State party



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Woman's Realm.

Women readers are cordially invited to write to us. Information and attrice will be given, and shopping orders executed by expert lady shoppers, no charge being made for same. Cash must accompany orders. Should you desire your shopping done with any particular frm, your wishes will be respected. Original involces will be forwarded with goods, write to "Town Shopper," c/o "Railway and Tramway Co-operator," 435 Kent-st., Sydney. Send 2d. stamp for reply, otherwise queries will be answered in these columns. Send post-office orders only, and make payable to the Manager "Railway and Tramway Co-operator."

I thought our women readers would be interested in the prices of some of the new woven underwear now showing round town, for the weather is getting really wintry.

For warmth, and as a corset cover, the Spencer is in special favour. One as illustrated in cream silk and cotton with fancy front and long sleeves costs, for women, and O.S. size, 4/3; for ex-

tra O.S., 4/6.

Plain front cream wool spencers, high neck and long sleeves, women and

high neck and long sleeves, women and O.S. size, 3/9.

Natural colored merino spencers, short sleeves, women and O.S. sizes, 3/3; or with long sleeves, 3/9.

In woven combinations, we have three kinds that are popular.

Natural merino winter weight combination, high neck and short sleeves, in three sizes, small women, women, and O.S. Price, 5/11; or with long sleeves, 6/9. sleeves, 6/9.

The next price in natural wool combs., winter weight, in two sizes, women's and O.S., high neck and short sleeves, 12/6; or high neck and long sleeves, 13/6.

White merino combs., winter weight, women's and O.S., with high neck and short sleeves, 11/-; or high neck, long sleeves, 11/9. Bloomers of navy stockinette I can

send you in five qualities, 4/6, 6/11, 7/11, 8/9, 9/6, full women's size. 7/11, 8/9, 9/6, full women's size.

Some like the bloomers made of ribbed wool and cotton mixture; these fasten at back and cost 5/11; or with an elastic waist 9/6, 10/6 and 18/6. There are three very good grades of natural wool knickers, 10/6, 14/6 and 18/6.

Before finishing I must remind you of

the Shetland wool sleeping vests; they are wonderfully warm and comfortable and so very reasonbale in price. With short sleeves, 1/11; or long sleeves, 2/6. All chilly people should get these vests, really.

STYLISH, BUT CHEAP COATS. The long coat is one of the principal features of this season's styles and never have they been more smartly cut



I saw one of the above coats in Lassetters' and must say its cheap at the price of 25/-. It is a well-made stylish coat, and can be had in black and navy



Here is another one of Lassetters' specials. A new Russian costume, ready-to-wear, suitable for walking costume, made in sizes small women's and women's only and women's and nen's only, in smart striped materi-Price, 35/-.

A CLIMPSE AT FOY'S MILLINERY. Black is still popular as a smartening touch to both millinery and costumes, even girls in their teens wearing large colored straw hats trimmed with black bows or loops, similar to the pretty droop hat in my illustration.



This is a model from Messrs. Mark Foy's, Limited, and is most becoming. The large shape is in a pale ale moire silk, with a black silk lining, and the Limited, and is most becoming. profusion of black bows is its only trimming. This hat, which costs 19/6, could be worn by a young girl or one with her "hair up" as its simple style and trimming are becoming to almost

and trimming are becoming to almost every girl.

Two other hats particularly took my fancy while shopping at Foy's. One, is a droop shape (not as pronounced a droop as the one at 19/6) in royal blue moire silk, and made with a mole panne lining, touched with broad crossway bands of blue silk. A mass of golden chrysanthemums are grouped loosely around the crown for trimming, giving that picturesque effect that prettily arranged floral trimming always does. This "Marie Stuart's shape is 18/6. Priced at 19/11, I noticeed a brown velvet tricorne shaped hat. This style is never heavily trimmed, This style is never heavily trimmed, and the one from Foy's looks smart with, as its sole adornment, burnished gold ornaments and a soft ribbon ar-rangement crossing to the side and The tricorne hat is rather popular with country correspondents, who find it easily adjustable for driving. The brown velvet in the one I have just described is of a good quality and is soft and becoming for wearing next the

All three hats are cheap and good, and when I hear from you as to which you think would suit you best, I shall be only too pleased to see that the hat is sent along as soon as possible.

ANSWERS TO CORRESPONDENTS.

Owing to the holiday declared as a public day of mourning for our lament-ed King Edward the paper has to go to press earlier this week, and conse-quently several letters must remain over till next week for my answers.

DECREASING THE SIZE OF A HAT. Mrs. G. (Orange).—The hat for your little girl is a fine pedal straw, and is the smallest size obtainable in the droop shape. If you consider it too large, it can very easily be made smaller by taking one or two rows of the straw taking one or two rows of the straw off the brim, and making it any size you like. This can also be done to your own hats, if you want to make them smaller. I paid 2/11 for this hat, and 3/4½ for the 18 yards of lace—I was lucky to match your pattern so accurately, wasn't I? I did not purchase the line of white shoes at 1/11, as I am sure you would prefer those at 2/9; shall I buy the better line? buy the better line?

TOWELS AND SHEETING.

Mrs. T. A. (Lithgow).—I very much like buying household drapery; it has such a homelike feeling. The sheeting and towels I bought for you are very good quality, and I feel sure you will be pleased with them. I have sent 10 yards of sheeting, allowing 2½ yards to each sheet. Of unbleached calico I enclosed 5½ yards in this parcel; this to each sheet. Of unbleached calico I enclosed 5½ yards in this parcel; this is for the pillow slips, and should wear well. The stockings for the maid are cashmere ribbed at 1/6 a pair; these are strong and serviceable. For your little girl, I bought black shoes made of kid, with a pom pom on the toe; these cost 3/11. I sent three-quarter socks to wear with these; this length always looks nice and will be nice and warm for the cold months. the cold months.

SWEETHEARTS.

Every wife is her hubby's sweetheart, or she ought to be. Anyhow, if hubby is a bit cool, the way to warm the "cockles" of his heart again is to lay your housekeeping money out to advantage. This will add comfort to the home. The way to spend your money to advantage is to use our shopping departments, and so cut out expensive middlemen, and save money. not try it at once?

SPECIAL NOTE. When sending money to the Shopping Department, if in Postal Notes the letter must be Registered. Either the letter must be Registered. Either do this or else send Post Office Order made payable to Mr. J. H. Catts, who will then cash the order and hand the money to me to make your purchases with, then there will be no risk of the money being lost. We cannot hold ourselves responsible, and unless every care is taken there is a danger of money going astray.

money going astray.

Departmental Action.

ANOTHER CHANCE.

The following is one of those exceptional cases in which we have been able to secure for a dismissed employee another chance to enter the service:
Sydney, April 21st, 1910.

Ir. T. R. Johnson, Chief Railway Commissioner,

Sydney.
Sir,—I am directed to ask your kir reconsideration in the case of W. Starr, dismissed from Randwick shops November 30th, 1907, for quarrelling. He is a bright, intelligent young man, of about 22 years of age and yearsuld about 22 years of age and we would suggest that his period of banishment from the service might be terminated in order to give him another chance. We feel sure this is in accordance with the policy and sympathies of the Chief Commissioner.

Yours, etc., J. H. CATTS, Gen. Sec.

Office of the Chief Commissioner,

Office of the Chief Commissioner,
Sydney.

Mr. J. H. Catts; M.H.R.,
Sir,—Referring to your letter of the
21st ultimo, asking reconsideration of
the case of W. Starr, I am directed to
inform you that the Deputy Chief Commissioner has minuted that Starr may
he with the content of the case of the case of the case of when a be given another chance when a vacancy arises, subject, of course, to his being able to comply with the regulations governing entry into the

I have, etc., (Sgd.) J. S. SPURWAY, Sec.

BACK MONEY SECURED.

Week after week we are able to show the great beneficial results we are se-

curing for all sections of employees. Sydney, March 29, 1910.

Mr. T. R. Johnson,
Chief Railway Commissioner.
Sir,—I am directed to point out that
a number of employees at Ardglen
Quarry were employed on Sunday, Quarry were employed on Sunday, January 16th, and were only paid time and a half for same instead of double. The names of the men affected are Jansen, White, H. Webeck, R. Webeck, R. Finch, Sidebottom, O. Owen, H. Owen, Pugh, Schwensberg, and A. Shone. Will you kindly have enquiries made with a view to adjusting 'he mat-

Yours, etc., J. H. CATTS, Gen. Sec.

Office of the Chief Commissioner,

Office of the Chief Commissioner, Sydney.

Mr. J. H. Catts, M.H.R.,

Sir,—With reference to your letter of the 29th March, relative to the payment of overtime to certain men, employed at Ardglen Quarry, for work performed on Sunday, 16th January last, in connection with the washaways, I am directed to inform you that the matter directed to inform you that the matter has had enquiry and consideration, and the Deputy Chief Commissioner has approved of payments being made in accordance with the Quarry Award.

I have, etc., (Sgd.) J. S. SPURWAY, Sec.

COAL STACE AT EVELEICH.

Office of the Chief Commissioner,
Sydney, 22nd April, 1910.
Sir,—Referring to your letter of the
22nd January last asking that a covering might be erected over the coal stage at Eveleigh, I am directed to in-form you that the Chief Commissioner is not prepared to authorise the work

I have, etc., J. S. SPURWAY, Secretary.

SPAWLERS AT ARDCLEN QUARRY.

Office of the Chief Commissioner, Sydney, 22nd April, 1910. Sir,—Referring to your letter of the 29th ultimo, in regard to the pay of spawlers at Ardglen quarry, I am directed to say that, with the exception of Jarrett (who resigned on 17/2/10), these men have been now paid the

I have, etc., J. S. SPURWAY, Secretary.

ARDGLEN QUARRY SPAWLERS.

Mr. G. Jansen, of the quarry, Ard-glen, writes in appreciation as fol-

J. H. Catts, Esq., M.H.R., General Secretary.

Sir,—I beg to inform you that the spawlers received all moneys due to them on the 12.4.10. Thanking you for bringing the matter to a settle-ment, yours faithfully.

AMALGAMATION V. SECTIONALISM.

(To the Editor.) Sir,—I feel it my duty to pass a few

remarks on the above topic. I am an ardent believer in amalgamation as the best means of bringing about the betterment of our conditions. Why? betterment of our conditions. Why? Because in industrial trials unity is strength. I contend, as a proof, that sectionalism illustrated in the ranks of the Department is sufficient testimony that there is something wanting. For what do we find? We find the Loco. Department with their eight-hour day, the Per. Way with eight-hour day, and the Traffic with the majority nine and ten hours per day.

Some twelve months ago, in conjunction with Mr. A. Hughes, of this depot, at the instance of several em-ployees, I helped to form the No. 2 branch of the Traffic Amalgamat-No representation other than the claims of amalgamation were used to influence employees to join. To-day the members financial total 53, and considering that the branch sprang into existence without the assistance of the advocacy of the members of the executive, speaks well for amalgamation; for there must be some influence that attracts men to take such steps as these. To-day I was keenly surprised when a fellow-member came to me and jocularly showed me a typewritten letter, signed by personal friends of mine, but ardent believers of sectionalism. It likened the Amalgamation to the late Fusion political party, that lately met its Waterloo. Whether we or Mr. met its Waterloo. Whether we or Mr. Deakin feel the blow the worst 'tis not hard to tell; for I feel sure the compliment lays with Mr. Deakin and Co. in being classed amongst such true unionists. But further on in this epistle of Saint Section it says to show

A PORTER KILLED. A railway porter named James Grant, 27, met with a fatal accident while engaged shunting at Rookwood while engaged shunting at Rookwood on Friday afternoon. Grant was engaged in temporary shunting work in connection with the day's funeral traffic. He was doing duty on the branch line to the Necropolis, when an engine came down on him, and he was pinned between the two sets of buffers. When released the unfortunate man was in terrible agony. He was taken to St. Joseph's Hospital in a dying condition by his fellow employees, but died a couple of hours after admission. Grant, being a member of the Am-

died a couple of hours after admission.
Grant, being a member of the Amalgamated Association, Mr. J. H.
Stephenson (executive officer) proceeded to the local hospital at Auburn to see if any assistance could be rendered to the family. It was found that Mrs. Grant and young family were very poorly circumstanced, and that the police had taken charge of the the police had taken charge of the funeral arrangements. Our rules provide as one of our objects for the decent interment of a member, and a consultation between Mr. Stephenson and Mr. Catts (general secretary) took place with a view to taking over the funeral arrangements from the police. Authority was given for this to be done. The undertaker's expenses be done. The undertaker's expenses were at once taken over, and funeral notices inserted in the daily papers by the association. Since then the whole circumstances have been placed before the Deputy Chief Railway Commissioner, who stated that the Department would undertake the funeral liabilities. The Association has paid the account, but the amount will be refunded by the Commissioners.

CET CASH.

This is your opportunity. Send your order to-day to our shop-

your manhood and cast your lot in with the Traffic, the true union, and throw off the yoke of the Amalgamation. also refers to the address of Mr. Carrol, when in Junee, when it is said he Clearly showed that failure of the Clearly showed to get certain conditions was due to the Amalgamated, and not to him and the Traffic Union. That, no doubt, is worth the paper it is writ-ten on, and with a pinch of salt more Now is this the way for unionists to

act in bringing about unity and co-operation? But is it not in keeping unfortunately with the Executive of this union? It is rumoured that they in conjunction with the Tramway Union worked against the interest of the Labour candidate for Cook at the last election, because we, the members of the Amalgamated, saw fit to have him as our general secretary. But what was the rejoinder of the people? It is to-day again their representative, but on this occasion with 5,000 more votes to his majority.

votes to his majority.

If these, the exponents of sectionalism, are so confident of the better triumphs to be gained through the medium, why then do they try to Joe Cook our Union and not show us the better ideals of their policy?

In conclusion, Mr. Editor, I claim that amalgamation where there are more than two employees is better formaster and employee. If the shearers had taken up the position of these petty baby unions that are in considerable.

petty baby unions that are in midst instead of a solid amalgamated body I venture to say they would b to-day where they were twenty year ago.—Yours in common brotherhood, J. E. W. HOAD.

Junee, 9/4/1910.

ping experts. Do not miss the chance we offer you to save cash. With the knowledge our people have of the whereabouts of the bargains a pound can often be made to go as far as 25s. Grasp the opportunity now.

ABOUT A CORRESPONDENCE BOARD.

The secretary of the Newcastle Branch has a pet grievance, which crops up about twice every week, and necessitates his writing a letter to the Association's head office. It is with reference to the need of a correspondence board at the branch depots. It appears that some unsympathetic official will not allow correspondence or papers to remain in the post office until called for, and that as a result correspondence and papears frequently correspondence and papears frequently correspondence and papears frequently correspondence. respondence and papers frequently get lost. His idea is that we should worry the Commissioners into having a notice board erected so that members could see that correspondence or papers were at hand for them. Now, we have a much better idea to suggest. In the first place, we have altogether too many weightier matters to attend to, to allow us time to sit on the Commissioners' door-step until that board missioners' door-step until that board is erected. Our suggestion is this — Why not ask one of your carpenters to make you a board, say, 3 feet or 4 feet square, and divide it off by means of tape or strips of leather into sufficient small spaces so that all letters and papers may be put out on the board as soon as they arrive, and taken by their owners as they see them so disas soon as they arrive, and taken by their owners as they see them so displayed. This is done at all large hotels and workshops in Sydney, and there is no opportunity for officious people to buse other people's correspondence. Think this over, Newcastle men. Learn to help yourselves as much as ever possible. We will attend to all the bigger matters which are beyond you.

HEALTH WRECKED BY CONSTIPATION

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"If I were asked to specify the disease or ailment of the day, I should unhesitatingly answer— 'CONSTIPATION.'"

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"About twenty years ago," says Mrs. Mason, "I commenced to suffer from constipation, indigestion and biliousness. After eating I would experi nce terrible pains in my chest. I was also subject to pains in my head, back and side, which were almost unbearable, and a bursting headache would follow. I always felt tired and drowsy, and my limbs constantly ached. I tried many remedies to relieve me, but without success. Subsequently I decided to give Bile Beans a trial. The first few doses afforded me relief, and thus encouraged, I continued to take them. I cannot speak too highly of Bile Beans as a positive cure for constipation, indigestion and biliousness, and as a family medicine they are unsurpassed." and as a family medicine they are unsurpassed.'

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The official organ of the Amalgamated Railway and Tramway Service Association.

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The Railway and Tramway Co-operator.

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The Association fights hard to secure more wages for the staff. "The Co-operator" not only supports this effort, but adds its logical corollary; we seek to increase the purchasing power of our readers' wages. This is a most important function. If we can save you 2s. in the £ or even 1s. in the £ on your shopping, we shall have virtually increased your income to that extent. Can't you see that it is not the money you handle, but the necessaries of life which your money will buy which really determine your standard of living and comfort. We will cut out a number of middlemen if you will have and the standard of the st allow us, and thus enable you to get your goods without having the profits of unnecessary handlers piled upon

GROCERIES. The carriage paid on groceries on the railways is just the same in small as in large parcels. Consequently your local grocer has no advantage over you —a private consumer. The next question is, can the country grocer buy his stocks to the same advantage as the large city retailers, such as Ashwood's, who own a dozen shops, and buy direct from the maker? The answer to this is simple. It is no! no!! no!!! The country grocer has to have his groud. country grocer has to buy his goods through the great merchants of Clarence and York Streets, Sydney, who have to add their profits to the manufacturers' prices. This is passed onto you. We can cut this useless expense out for you

pense out for you.

We can also shop for city and suburban readers, and have groceries delivered anywhere.

A large number of employees on the various lines send regularly to Sydney for their meat. For instance, the South Coast being a dairying district, killing cattle are never kept. Grass is wanted for dairy cows and young heifers. Bull calves are killed early in their career to save milk and fod-der. The result is that a decent piece of meat is hard to get on the South Coast. Consequently resort must be had to Sydney. Now we often hear complaints about meat. Our readers say that the butchers send them the wrong cuts, or a bit of rough stuff now

A SIMPLE REMEDY. Everything is in the buying of gro-ceries, and the choosing of meat. We are prepared to act for you in Sydney. "Aunt Mary," our lady shopper, is an expert housekeeper, and is willing to help you. Send your orders accord-tructions under "Woman's ing to instructions under "Woman's Realm," and you will never have any

more trouble In regard to groceries, we feel sure we can save you money if you send your orders along. "Plain Bill," of our "How to Increase Your Wages' Department, knows his way about grocers' shops, and will see you get good brands. We offer the suggestion that fettling gangs might club together and order a month's supplies. We could save you as much as 10 per cent. on the average on all lines except sugar and kerosene. These items are carried very cheaply in five ton lots, which In regard to groceries, we feel sure the average on all lines except sugar and kerosene. These items are carried very cheaply in five ton lots, which means that the country storekeeper can deal favorably in such goods.

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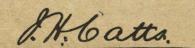
ference to outsiders.

LADIES ONLY

Can any of our readers' wives or daughters suggest anything they would like specially provided for in their department, "Woman's Realm"? If it is anything we can do, let us know at once. Should you have any diffidence in telling us, write to "Town Shopper" our expert shopper and she will per," our expert shopper, and she will see your suggestion is considered.

Another thing, when you go visiting, mention the special service we offer "Co-operator" readers to your friends. They will appreciate it, and it will encourage us to work for you.

Will the men kindly ask their women folk to read the above?



THE MICROBE OF SECTION-

The unqualified condemnation of sectionalism by Judge Heydon the other day when adjudicating on the Electrical branch of the Wages Board ought to have a salutory effect on the whole railway service. The learned indeed to be had a service of the learned in the beautiful to the b whole railway service. The learned judge has had a good insight into the dovetailed working conditions of rail-way men. He now perceives that it would be advantageous to the State, the Commissioners, and the men, if the latter could only join hands and govern their grievances through one channel. It is no doubt a surprise to find men whose interests are com-mon; whose work is intertwined in every conceivable way, spending the funds of their Unions in putting up fights in the Arbitration Court, fights nghts in the Arbitration Court, nghts that have but a shadowy existence beneath the searchlights of commonsense, and the spirit that underlies true Unionism.

It has long been admitted by professors of political economy—Professor Marshall, for instance—that a strong Union is an education to the search of the

strong Union is an advantage to the employer, and employee. The former gains by the good understanding and settled conditions that a strong, well-governed Union brings about, and the latter by the concessions it is able to latter by the concessions it is able to obtain, both through its strength, and the high degree of common sense it necessarily gathers to the executive chamber, where representation is drawn from the best men on the Union

On the other hand, it is proved that a weak Union is a menace to industrial peace, a constant source of irritation to the employer, and too often a house of recrimination for the members thereof.

Amongst railway men whose daily labors are interlocked by the common ties of duty, this rancourous sectionalism is the termite that eats silently into, and weakens, the very foundations of unionism, of brotherhood, of comradeship, of all that has been built by the concentrated thought of laborites for their universal betterment; and it has been fairly estimated, that the loss to railway men resultant from the mis chievous and suicidal interpleading by the so-called Traffic Association in the Amalgamated Associations' amounted to £18,000 per annum in

Then there is the drain on the funds for legal defence which is a very fruitful source of paralysis when the day dawns on which the gauntlet has to be lifted. The legal element

has to be lifted. The legal element gets the succulent oyster, and the deluded men get the shells every time.

But Sectionalism in railway matters means far more than this. In most cases the feeble and mis-called independent Union has been brought forth by the irreconcilable element in the parent and is ever after "agin the gave." parent and is ever after "agin the guvparent and is ever after "agin the guvvermint" or against the man, or men, that happen to be at the helm. Men and not measures are the source of these schisms. The institution has not offended them, only the men that form but an iota of it, but that is nothing, if we want to be a schieff the schief when the schief we have the schief we want to be schieff. if we can't down the men then down with the institution. Fools that foul

their own nest!

The great constitution that gives to British subjects the passport of freemen wherever the flag floats has been about the companies and batter. obtained by compromise and barter. It has made the constitution impregnable, and its precedent should be the hall mark of its social institutions. Of what use are petulant demands, supported by quixotic and selfish reasoning or veiled threats? Take for instance the concessions given by Mr. Commissioner Harper in friendly conference with Mr. J. H. Catts, M.H.R., and Mr. J. H. Stephenson, and compare them with the lesser, and belated ones obtained after a bitter fight in the ones obtained after a bitter fight in the

Here we see the implacable hydraheaded foes of the parent Union; jealousy, personal and collective; quibbles, legal and dissinuating; arguments illogical and asinine; malformed ideas of work; of comradeship; of unionism, in short, the very sublimate of negation to all the altruistic doctrines that are said to be slowly uplifting the masses in this record century of labor victories.

of labor victories.

No doubt the learned judge has learned a lot about railway matters since he has had to placate the rival interests that he perhaps once believed to be rooted in the induced to be rooted to ed to be rooted in the industrial seat of daily routine. But if his caustic comment means anything, it is a rebuke that comes from the heart of an honest man, who sees the transparency of the arguments for sectionalism, and the great good that can be derived from Amalgamation throughout the colossal and ever-extending out the colossal and ever-extending

We are prepared to concede any minor points for service solidarity. We would agree to a completely new constitution guaranteeing full sectional autonomy to every grade. But we must have unity. For this we have ever pleaded, and as an alternative the Amalgamated has opened its doors to every branch of the service. For this we will contend in spite of the underground engineering, and sophistry of officers with vested interests who are but afraid of their own skin. As these interested persons have prevented the interested persons have prevented the fair and honorable amalgamation of existing unions, we shall stand by our determination to receive every railway and tramway man that knocks at our doors. The Appeal Court teaches us "the still said music of humanity." and the Ludustrial Court the pressity of the Industrial Court the necessity of continuing the struggle against all forms of sectionalism and the welding of the service into one homogeneous

SNAP SHOTS.

AT THE APPEALS BOARD.

It will be quite apparent to those who read the reports in the columns of the "Co-operator" that the functions of the Appeals Board are not likely to become mildewed. As a matter of fact, it is doubtful whether the Board will not be compelled to sit regularly twice a week. (Last week it sat twice, and this week similar arrangements have been made.) This, of course, goes along, pari passu, with the mileage opened, and its concomitant increase in the hands employed, but there is also an increased confidence in the Board. The peculiar reasoning powers of the officers who first mulct the appellants are brought into bold relief and under the searchlight of able cross-examination are often found as unstable as water.

The legal fraternity, too, recognise the Appeal Board as a medium for firing off rhetoric and acquiring colden guineas. Sitting quiet in a corner of guineas. Sitting quiet in a corner of the Board-room, an employee would notice how much at sea the professed legal element are, when faced with the detailed railway and tramway usage, and its peculiar terminology. It is painfully apparent that an appellant who faces the technical atmosphere that the Board has perhaps uncon-sciously acquired will soon become wordless unless he has someone ac-customed to the red tape ozone of for-mulae to guide his tripping tongue. (That is why we strongly advise every railway or tramway employee to belong to the Amalgamated, or subscribe to the "Co-operator.") For although an immortal bard has written:— 'That man that hath a tongue, I say,

is no man
If with his tongue he cannot win a

woman,"
his chance of winning an appeal case
without an advocate is at least handicapped in the superlative degree. The
prosecuting party has the big end of the
stick all the time. They hold the printed brief and summary of the originator
of the charge. This is pieced tocathor by the skilled staff of the office. of the charge. This is pieced together by the skilled staff of the office, who seem to cling together with some class conscious instinct when an appeal is pending. Therefore the sifters of evidence that happen to sit on the Bench are able to extert out with the Bench are able to start out with the vital parts of the departmental case tabulated and ready for reference. Then there are the wilv departmental representatives prosecuting, and, make no mistake, the fight goes on, each party striving all he knows to get his points home. points home.

Amongst the non-professional agents that we often listen to is Mr. I. H. Stephenson, who with Mr. J. H. Catts, M.H.R., appears on behalf of the Amalgamated Association. "Jack" enters the lists for the love of it, and he can draw the other side, till the point of the blade is hare and defily turn of the blade is bare, and deftly turn it aside by his knowledge of working detail, and of the enigmatical verbosity of the Rule Book. He has an extraordinary memory, and is naturally endowed with a keen scent for technical subtlety. For instance, the Departmental Prosecutor noticed a flaw in his case, and declined to call a witness he had summoned. "I claim the witexclaimed Stephenson, and forthwith the hostile witness was sworn and won for him his case.

There was a breeze at the Board, too. Bob Hollis, M.P., went for Mr. T. Hall. The members of the Board clearly resented the attack. It was rather tactless, and seemed to gain for "Tam" spontaneous sympathy, for whatever his failings, he is known to possess a good deal of the milk of human kindness deal of the milk of human kindness.

Then there were felicitations, too. Mr. Spurway took his seat on the woolsack by virtue of his appointment as Secretary for Railways. We add our belated congratulations.

It is a unique atmosphere. An analysis of its phases regularly is most interesting. It affords food for reflection, and is a great school to study railway and tramway methods, and the dangers that the employees are in of losing their daily bread by very slight errors that all men inherit. It conveys the lesson that they are of all men expected to be the most careful, the most sober, and the most infallible that can be found. They appear with but few exceptions to be up to it, and the Board realises the serious functions it is called upon to exercise. ed upon to exercise.

Of course our interest has been concentrated in the "shaping of Brown" —President Brown, the men's representative. Well—so far he keeps his end up. We do not think it will be easy to inoculate him with the official virus that too often kills the independent thought the Great Designer has implanted in the minds of all men. Polarity in thought brings forth all the larity in thought brings forth all the sparkling vibrations that illumine the world, political, religious, social, and industrial, which is making it a better one to live in. But its constant cir-cuit in special environment at length obtains a tendency to become neutral, and, in ratio, so its influence ceases,

'Our acts our angels are, or good or Our fatal shadows that walk by us

The employees have a good man in Mr. Brown, and we believe he will be a thoroughly straightforward representa-tive from first to last. Under present tive from first to last. Under present circumstances this fills our little bill. We are content.

-"TANGLED UNIONISM."

Commenting on the recent timber strike in Melbourne, a clever little Victorian exchange sums the question up very concisely, and very capably, as

"The phrase is a gift—a brilliant epigram, a root thrust. It appeared in Saturday's 'Age' as the cleverly-coined summary of the strike situation. No phrase could better illustrate the distinction between the present and the distinction between the present and the coming unionism. Tangled Uni-onism v. Industrial Unionism—there

onism v. Industrial Unionism—there the comparison and the contrast. As photograph the phrase is correct to life; it is also a tragically ironical impeachment. It is true. Let it live. "With Woodworkers' Union in the first place, and the Stevedores in the second place, conspiring to help the bosses beat the militant stackers and sorters; with the Stevedores only recovering their class balance upon sorters; with the Stevedores only recovering their class balance upon
Trades Hall pressure—and this is to
their credit—while the Woodworkers
have gone from bad to worse in their
cowardice; with the Wharf Laborers
wobbling all the while, oscillating between scabbery and the strike, not
liking either—here, surely, is eloquent
testimony in falsification of that solidarity said to have been recently rearity said to have been recently registered at the ballot-box. Here, too, is evidence superb as to the egregious silliness of that policy which prefers Wages Boards to United Self-Reliance, and so ties unionism up with differential agreements, and imprisons it in the grip of law. Unionism is more than agreements, more than law. Whatever either say, an infinitely greater crime than breaking agreements or the law is the virtual crucifying of the working class upon the cross of Capitalism by condoning scabbery. Despite all said to the contrary, any

Despite all said to the contrary, any unionist who helps defeat the men on strike is less of a man for so doing, and nothing of a unionist.

"The Stackers and Sorters, the Carters and Drivers, some the members of the Woodworkers, and the Wharf Laborers—all, indeed, who are on strike—together with the Trades Hall Council, have right on their side in the present crisis, that right which in the present crisis, that right which asserts the supremacy of workingclass interests above all else. Stand to

AMALGAMATION.

The service is turning its head in the direction of one great union more the direction of one great union more and more every day. The opponents of this growing movement do not meet the question and argue against it fairly, but seek to side-track the real issue, and delay details are which there. and debate details upon which there is room for compromise, instead of the principle involved. The whole point is this: Should the service be in a position to act unitedly on questions of common concern? There can only be one answer, and that is "Yes." Let us have unity on this great essential and all else can be arranged. The existing unions could come together and provide for concerted action in matters af-fecting the whole, and preserve to exist-ing unions the fullest autonomy in purely sectional matters. A committee of five ordinary men could very quickly draw up a constitution to cover both ideas. To provide for such contingencies would be to prevent "Unionised blacklegism." There will always be this ratting of one union on another in the service until they are brought un-der one controlling body. It is just here that the voluntary grand council idea breaks down. When a crisis arises each party is free to go its own We refuse to waste our time with the voluntary grand council fake, because of its impotence at the crucial moment. It has never been proved a success, but has proved a failure whenever put to the test. We should only be deceiving the employees as well as ourselves to try to argue otherwise.

TRAFFIC AWARD APPEAL.

A false alarm was created on Friday morning last, when the published law notices intimated that the matter of notices intimated that the matter of the anneal by the Association against the award of the Traffic Wages Board was to be mentioned before Judge Heydon at the Industrial Court. The General Secretary was in attendance at the court, but was informed that the matter was included in that day's law notices in error. The points in the award which are being appealed against are:—(1) The minimum wage, section two: (2) the probationary terms in are:—(1) The minimum wage, section two; (2) the probationary terms in section two (1) "rates of pay"; (3) the rates of pay awarded for Sunday duty; (4) the hours of duty awarded, which exceed eight hours per day or shift; (5) the decision of the Board in refusing additional allowance to employees in centres distant from the metropolis. metropolis.

WONDER WHAT THIS IS?

(Blowing about on Summer Hill station last Sunday, where the editor picked it up.) Way yonder at Peter Sham,

A super who wouldn't say d—n Is seen to lurk, on his way to kirk, And pump the boys at the lever's work, Way yonder at Peter Sham.

Way yonder at Peter Sham, He travels by train and tram, He lays his snares, whilst sayin' his prayers, And cops the cobbers that's sowing Way yonder at Peter Sham.

Way yonder at Peter Sham, He preaches of Shem and Ham; Am eye on the sticks, and Satan's

tricks,
But he's really a pal of Sooty Nick's,
Way out near Peter Sham.
Anonymous.

OUR ROLL OF HONOR. "CO-OPERATORS."

Any person willing to act as an agent snould write J. H. Catts, Trades Hall, Sydney. Services paid for.

We have arranged with Mr. M. G. Halloran, news agent, Newtown Bridge, to keep the "Co-operator" on sale. Copies may be had from him every Thursday morning.

Mr. P. Hunt, Junee Loco. Sheds, our agent there, has been promoted from firelighter to fireman, Penrith. We are glad to know of his advancement, but it leaves us with a vacancy for a representative. Who will volunteer to

Mr. W. F. Burt, the "Co-operator" man at Narrabri West, has sold copies to two publicans, one storekeeper, and one barber, besides railway men. These tradespeople are quite pleased with the paper. There is no reason why we should not find many outside the fence who will regularly take the "Co-operator." It has good general, political, and sporting power and and sporting power. tor." It has good general, political, and sporting news, and offers great service in its shopping departments for country people. This latter aspect should be impressed upon all and sundry. Mr. Burt is doing good work.

Copies of the "Co-operator" will be on sale by newspaper sellers at Circular Quay each Thursday morning. pecially to suit the convenience of the tramway men. Last week eight dozen were sold at the Quay. Tram Employees were sold at the Quay. Fram Employees should have a spare copper with them every Thursday morning, in order to secure the latest railway and tramway and sporting news.

Armidale "Co-operators" can always secure copies of the paper from Mr. Smith, night officer. Our issue reaches him every Friday morning. Mr. Smith can always advise enquirers in regard to our channing departments. regard to our shopping departments.

Mr. W. J. Walters, Loco. Running Shed, Eveleigh, will be glad to supply the "Co-operator" to readers. We are waiting to hear from Mr. Walters how he is getting on. He is generally pretty good in keeping us posted in regard to matters under his jurisdiction. Since writing the above, Mr. Walters reports that he will need an increased number of copies of the "Co-operator." They are going well.

Friends in the car and wagon shops, Eveleigh, can always get the "Co-operator" from Joe Cunningham in the meal hour on Thursday.

Mr. Nichols, Junee, is on the job amongst the Per. Way staff. Why should we not have a Traffic represen-tative amongst the station hands?

Werris Creek.—We want some friend to arrange with the local news agent to keep the "Co-operator" on sale. The local boys would then know where to secure copies every Friday morning. Will one of our many friends go and see the newspaper man and advise us of the result?

Tommy Godfrey, our active New-castle secretary, has kindly interested himself in the "Co-operator," at Hamilton. It would be unfair to ask him to act as our agent there, owing to his many duties, but we think at such a large depot we should have a representative from whom employees could get "Co-operator" copies on Friday mornings.

We have posters ready, showing the weekly contents of the "Co-operator," for exhibition at centres. These will be sent anywhere on application.

WAS IT TWO UP?

On Wednesday morning, May 11th, at 1 a.m., an inspector and two detectives made their appearance at the Dowlingstreet Tram Sheds, where it is alleged some 40 Tramway Employees were together. The names of 18 were taken, and these men were suspended, the Department alleging that a coat was laid out preparatory to a game of laid out preparatory to a game of chance being indulged in. These 18 men were called upon to "toe the carpet," and were cautioned and sent back to work back to work.

EXECUTIVE VISIT.

Mr. C. Brown (President) and Mr. J. H. Catts, M.H.R. (General Secretary) of the Amalgamated Association, will visit orange on Saturday, June 21st, to attend a social organised by the Orange branch. On Sunday, 22nd, both gentlemen will be in attendance at a special meeting of the branch in the Guards' Barracks. A large attendance is requested. The visitors will travel to Orange by the day train on the 21st and return by the day train on the 23rd inst.

PROMPT REPORTS WANTED.

The idea of a weekly issue of the "Co-operator" has not yet gripped the secretaries of the various Branches, apparently, from the fact that no reports of meetings were to hand for last week's issue, and very few for this. Branch secretaries will easily see the importance of promptly reporting their meetings now. Apart from the benefit accruing to the branches to have their meeting reports published have their meeting reports published promptly, we have to point out that no single issue of the "Co-operator" could be given over to the numerous reports which used to reach us for the monthly issue. Nuff sed.

OUR SHOPPING DEPARTMENT.

DIRECTIONS FOR USE.

Simply send a list of your requirements to "Town Shopper," c/o "The Co-operator," 435 Kent-street, Sydney. The rest may safely be left to our shopping experts. And I nearly forgot, use post-office orders, they are proof against theft. Make them payable to the Manager, "Railway and Tramway Co-operator."

Commonwealth Politics.

The Latest News Direct from Melbourne.

The Editor proposes to supply a weekly report of Commonwealth politics which will be fresh and accurate, direct from Melbourne every Wednesday by wire. Will labor sympathisers recommend their friends to be sure and take the "Co-operator," and so help to disseminate a true and faithful account of the progress of the nation's affairs?

POSTAL DEVELOPMENT.

The postal services have been so bad-ly controlled for the last ten years that

time to accomplish fully successful re

sults, as men have to be trained for the

additional positions, special plant has to be imported from abroad, etc. There will, however, be a recasting of

There will, however, be a recasting of telephone charges on similar lines to those outlined by Mr. Thomas previously. There will be also a demand for the Postal Department to be placed under a strong expert business Commission. It may be argued that the report of the Postal Commission should be awaited. There may be such a pressure of other necessary reorganisation

sure of other necessary reorganisation work, that the larger questions of gov-

ernment by Commission versus control by a Minister may be allowed to stand

in abeyance until the Postal Commission's report is received. But a Labor Government cannot stand still in view

of the unsatisfactory conditions prevail-

THE FEDERAL CAPITAL.

The Labor Government are not likely to seek to re-open the Federal Capital selection. The matter has been the sport of warring factions for so long

that members as well as the public are sick and tired of agitation for this place or that. As a matter of fact Yass-

Canberra is not as bad as is made out by some of the Dalgety partisans, whilst on the other hand some of the glowing pictures of some of the advo-

cates of the last named site are slightly overdrawn. However, the Labor Government regard the selection as settled

and the next steps may be expected to

be practical ones authorising the Min-ister for Home Affairs to have more di-

rect details carried out. There will be the adoption of a precise area for the city proper within the Yass-Canberra area, and the calling of competitive de-signs from all parts of the world for the laying out and building of the fu-ture home of the Australian Parlia-ment.

DEFENCE.

The progress of military and naval defence will be advanced by carrying

forward the general outlines of Lord Kitchener's report on the one hand, and the development of our naval policy as

agreed to generally at the Imperial conference on the other. In each case full regard will be paid to Labor principles, where the reports referred to conflict with them.

OLD-ACE PENSIONS.

A general revision of the harassing list of questions put to applicants for Old-Age Pensions may be looked for.

Old-Age Pensions may be looked for. There are also a number of urgent amendments needed to justifiably liberalise our Old-Age Pension legislation. The Invalid Pensions legislation will need to be brought into operation by proclamation. The larger issues involved, however, are matters of money and may have to await ways and means.

MINOR LEGISLATION

There is, as suggested before, considerable machinery legislation connected with the gradual operation of Federal powers, which, though non party in its character, is necessary. The Governor-General's speech will, no doubt, refer generally to this group.

CONSTITUTIONAL ALTERA-

tionalisation of Monopolies, and Inter-State Shipping, as well as the develop-ment of the Northern Territory and New Guinea, by means of State Farms, etc., are all involved together under the heading of "Alterations to the Consti-tution." These will, no doubt, be dealt with much earlier than some peo-ple think, but a fuller consideration of them and the issues involved must be left to next issue.

POSTAL COMMISSION.

The "Warialda Standard" reports (14.2.10) a speech of Mr. R. Patten, M.L.C., the defeated anti-labor Federal

candidate for Gwyder, which includes

The speaker then proceeded to re-fer to the hash that had been made

fer to the hash that had been made of the Postal Commission enquirwhen an interjection: "Mr. Webster received nothing for his work," turned his attention to the amount received by Mr. Webster as a member of the Commission. Mr. Webster had drawn £960 as a member of the Royal Commission. The amount

Royal Commission. The amount was paid over to him by the Com-

was paid over to him by the Commonwealth Treasurer in addition to his usual salary of £600, making a total received for the year of £1.560. Proof of this could be obtained from the printed official records. The Commonwealth Electoral Act provides a penalty for cases in which untruthful statements are made regarding candidates. Mr. Webster, who has over and over again depict.

who has over and over again denied having received this money, has, therefore, laid information with the

Commonwealth Attorney-General, upon which it is expected the law will be put into motion to punish the gentleman in question for his false state-

A SPLENDID IDEA.

store the other day, and with his order asked whether the shoeman advertised with the "Co-op." Result.—Request from Mr. Shoeman, asking us to call for his advertisement. "Now, who is next?"

C. J. mailed an order to a city boot

the following:

Arbitration Act Amendments, Na-onalisation of Monopolies, and Inter-

conflict with them.

THE LABOR POLICY.

Now that the Federal Labor Party is firmly entrenched in office, attention is being turned to the kind of policy which is likely to be foreshadowed in the Governor-General's speech at the opening of the new Parliament. The various ministers have been asked to consider the legislation required in their departments. Their reports are being reviewed by the Cabinet as a widely and the control of whole and the outcome will be drafted into a policy statement. Arrange-ments have been made for the Party to be called together about the middle of June, so that the Cabinet recommendations may be presented for confirmation or amendment.

WHAT MINISTERS WANT.

The Prime Minister will doubtless want a Land Tax and a note issue.

The Postmaster-General will press for funds for postal development, and may also be depended upon to push his favorite idea for nationalised interstate shipping, although the latter does not come directly under his department.

In the same way King O'Mallev (Home Affairs) will fight for his hobby, a national bank, and he will want funds to go ahead with the Federal capital and other works such as small arms and ammunition factories. He will

and ammunition factories. He will also seek for constitutional powers regarding the nationalisation of monopo-

Frank Tudor (Customs) will be a strong advocate for the rectification of tariff anomalies and the securing of constitutional powers to enable new protection to be carried out.

Senator Pearce will desire to proceed

with his citizen soldiery and Australian

Minister for External Affairs (Mr. Batchelor) has plans and ideas regarding the progress and development

of New Guinea, our dependency.

The Attorney-General (Mr. Hughes) will seek to push through an amending arbitration measure and to acquire larger powers in the direction of controlling trusts and combines. These, with the many minor machinery measures which the various departments are always striving for, will, no doubt, provide ample material from which work for a strenuous Session may be taken. There are certain measures which may be looked upon as certain-

THE LAND TAX.

A progressive tax upon unimproved land values will most likely be the first measure introduced. That it will proan exemption of land below £5,000 in value is certain. Thus far the party is pledged to its constituents. There is a strong feeling in the for what they deem an effective tax, and there are very few who agree that a maximum of 4d. in the £ will accomplish the results desired. The macomplish the results desired. The majority of the party would be more likely to favor 8d. in the £ on estates of £50,000, with a further impost as the values went up. There are one or two influential members of the party who have referred to 4d. in the £ as the maximum in their public speeches, and they will, no doubt, fight hard to stand by the amount. But the rate of tax is not a fixed platform matter, and consequently the majority of the party will quently the majority of the party will have the right to decide "details affectplatform." It is probable, however, that the taxing proposals can be so drawn as to satisfy all parties. First there could be the maximum tax of 4d. in the \mathcal{L} on estates of \mathcal{L} 50.000, whereon the improvements were worth £ for £ on the value of the land. There could then be a second schedule providing for a further impost up to a similar additional amount, reaching 4d. on \$50,000 estates whereon improvements had not been affected as stated. Then there could be a third schedule providing for a super tax reaching 4d. on estates of \$250,000 on absentee landlords. In this way the views of a number whose opinions vary, may be brought to a common understanding. However it is done there is a considerable section strong for a policy of "no mercy" to land monopolists. (The Government are instituting enquiries regarding New Zealand experience of progressive land

THE TARIFF.

There will undoubtedly be some who will desire an immediate revision of the tariff schedule, but in the absence of new protection, the majority of the party are not likely to be keen in this direction, especially in view of the pressure of work. We shall refer to this again under the heading of New Pro-

NATIONAL BANKING.

This question is complicated and sur-rounded with difficulties. Yet this does not prevent a large section of members from being anxious for something tangible to be done. No doubt the note issue outlined by the Fisher Government will be gone on with, as this is a department of the work to be undertaken in connection with the bank. As far as the actual proposals for banking are concerned very likely there will be a special tribunal to thoroughly investigate the matter, and an effort may be made to induce the State Governments to join the Commonwealth in establishing a National Bank Jointly owned and controlled by the Commonwealth and States. If this is agreed to, the Post Office Savings Bank and Government Savings Banks in the Various States could be amalegament to various States could be amalgamated to form the basis of the Commonwealth Bank. This is a big subject, but that will not prevent very serious attention being given to it.

ULTIMO TRAM TROUBLES.

SPECIAL MEETING OF BRANCH.

STRAIGHT TALK BY CEN. SEC.

A special meeting of the Ultimo Branch of the Amalgamated R. and T. Association, convened by the General Secretary, was held on Friday night last at the Trades Hall. There was one of the most pressing duties of the new Government will be to place its management on a business footing. Even if money and administrative changes are favorable, it will take some time to be some time to be some time to be some time. a very good attendance of members, and the President, Mr. H. Bolin, occupied the chair. In the absence of Mr. Secretary Smith, Mr. W. Hartill-Law, assistant secretary was appointed by the meeting to conduct the secretarial

The General Secretary, Mr. J. H. Catts, M.P., explained the position with regard to the Wages Board. He said he found that on April 13th Messrs.
O'Gorman, Bourke, Chandler, and
Player, together with Mr. Murray (a
member of the Board), had waited upon
the Chief Commissioner with record to the Chief Commissioner with regard to their grievances. The Chief Commissioner had produced a list of their grievances which he had amongst his papers and which he had received from the General Secretary. This, of course, gave the lie direct to those who had been making the false statement that their grievances had never been placed before the Chief Commissioner. Mr. Johnston had apparently met the deputation with very nice words of welcome, and had expressed his appreciation of their action in coming direct to him as

employees and not as unionists. He (Mr. Johnson) had also stated that if if they were prepared to come to him as employees and get the Association to withdraw the claims laid before the

Wages Board, he would deal personally with their case. Mr. Catts then proceeded to point out that Mr. Johnson, in this and other cases taken before the Wages Board, had had ample opportunity to show his willingness to concede improvement in the conditions of his employees. He had not done that, however, and on the other hand, in every case, whatever concessions they had got were the direct result of a strenuous fight in which Mr. result of a strenuous fight in which Mr. Johnson had opposed them tooth and nail. However, all that, though interesting enough, was not his (Mr. Catts') concern. What he wanted to know was something definite from the men effected. They would remember the great meeting they had held to place their grievances before the Executive: that a special committee had been

tive; that a special committee had been appointed to draft their grievances, and these, in turn, had been submitted to the Executive. A deal of work and trouble was involved in framing these into understandable disparation. into understandable claims. They had been placed before the Chief Commisbeen placed before the Chief Commissioner, but he had refused to concede what was asked. They were then referred to the Wages Board and a number of obstacles had been placed in their way. The Tramway Employees' Union had gone to the Industrial Court and had tried their utmost to prevent their case being dealt with. They had also tried to force Mr. Murray to retire from the Board, with a view to replacing him with their own view to replacing him with their own nominee, who would have been expectnominee, who would have been expected (to quote the words of Mr. Warton himself) "to be at the beck and call of their union." These obstacles had been overcome, and then the chairman of the Board tendered his resignation, and more trouble arose over the appointment of his successor, in which the Tramway Union again followed its obstructive tactics. This last obstacle had in turn been successfully overcome and Mr. A. B. Piddington had been appointed as chairman of the Board. Now their case was in the hands of the solicitor; it had been thoroughly prepared, and when all was ready to go ahead it was found that four members of the Association, without any authorof the Association, without any authority from the Branch or Head Office had taken it upon themselves to go to the Chief Commissioner and interrupt the proceedings. This kind of thing was not good enough. They could not

not good enough. They could not continue to carry on like children. If they wanted to back out now after all this had been done, well, they could do so. It would be much less trouble for him (the speaker) and for the Executive, and it would save a good deal of expense. They could now see that the Head Office had no axe to grind in the matter. Applause. Messrs. O'Gorman and Chandler, who were present at the deputation to the Chief Commissioner, gave an ac-count of what transpired, and a general discussion followed. It was then un-animously resolved, on the motion of Messrs. Walters and O'Gorman: "That this Branch requests the Executive to proceed with the Wages Board at

Messrs. W. Hartill-Law and H. Frazer, linemen, and W. Chandler and E. Rudd, laborers, were appointed to give evidence before the Board, and arrangements were made for the assistant secretary to interview Messrs. Calloway, Rosendale, and Corbin, linemen, and J. Bourke, laborer, and invite them also to give evidence.

The General Secretary pointed out that there was no need for any of the

that there was no need for any of the witnesses to be in the least nervous, as he had had over 100 witnesses before the various Wages Boards and in no single instance had the Department sought to benalise them for giving evidence. They were amply protected by law in that respect.

The meeting expressed its dissatisfaction with the absence of the secretary, and it was stated by several members that Mr. Smith had expressed a desire to be relieved of the position. In view of this information it was desired to the secretary and it was desired to the secretary and it was desired to the secretary and it was stated by several members that Mr. Smith had expressed a desire to be relieved of the position. cided, on the motion of Messrs. McEnery and Chandler, that the assistant secretary should write to Mr. Smith and ask him what his intentions were, and that the next meeting be asked to deal with the secretary's position.

with the secretary's position.

A discussion then took place on the question of how members should be notified of meetings of the Branch. It was eventually decided, on the motion of Messrs. Hord and McEnery: "That members be notified of all branch meetings by letter through the post."

The General Secretary stated that at

any time branch secretaries could come into Head Office with a draft of their notices to members, and he would have any number of copies desired run off on a machine he had for that purpose. He also said that if the branch secretaries addressed the envelopes, the notices could be sent out from Head Office as circular with halfpenny stamps. There need, therefore, be no excuse for secretaries not notifying their mem-

bers of meetings.

A hearty vote of thanks to the General Secretary for his visit and assistance concluded the meeting, which adjourned till the first Tuesday in June.

EMPLOYEES' DWELLINGS.

Departmental regulations in connection with the construction and maintenance of dwellings provided by em-

ployees within railway boundaries.

The present condition of many employees' cottages, both as to the type of structures erected and their main-tenance, is not in accordance with de-partmental requirements, and to pro-duce the desired improvement, the fol-lowing regulations must be observ-

1. No employee will be allowed to build a residence within railway bounbuild a residence within railway boundaries within the suburban area embraced by the following lines, viz.: Sydney to Parramatta, Sydney to Como, Strathfield to Hornsby, Hornsby to Milson's Point, Sydenham to Belmore, Newcastle to Waratah, Hamilton to Cockle Creek.

2. Employees' cottages already erected within the area indicated in regulation No. 1 will be allowed to remain while the present occupants continue in

while the present occupants continue in residence and remain employees of the Department, but on termination of this employment or on removal to other positions the residence must be removed and the area occupied completely va-

cated. 3. Outside the suburban limits defined, employees will be allowed to erect residences in locations and of types approved by the engineer-in-

4. An area of land equal to one quarter acre will be leased to any employee desiring to live within railway boundaries, at a rental of 5s. per an-

5. In order to assist employees to erect suitable residences on railway land, the Chief Commissioner approves the materials required for such buildings being carried from nearest market town by rail at half the ordin-ary rates applicable to the material and quantity carried.

6. Land occupied must be enclosed

by a neat fence.
7. Employees' residences may be built of stone, brick, timber, or fibrecement sheets on timber framing with galvanised iron or approved patent roofing, such as Malthoid or Ruberoid. If the latter material is used the color must be red. color must be red.

8. The use of hewn slabs will not be permitted, but sawn slabs, joints covered with sawn fillets, may be used.

All external walls must be painted with oil or approved water paints, or

if slabs be used may be whitewashed, but in any case the casing used must be renovated sufficiently often to preserve the buildings in a neat and clean condition.

10. Proper sanitary conveniences must be provided in connection with every residence. Closets must be provided with dry earth-pans, and these latter must be emptied at proper intervals and the contents buried

per intervals and the contents buried at a distance of not less than 200 yards from any residence. If in a municipality, the ordinary municipal regulations must be followed.

11. The surroundings of any residence must be maintained in a tidy and orderly manner. All destructible waste must be burnt regularly, and other waste buried in a pit to be dug at a convenient distance from the residence.

12. It is desired that employees should cultivate a portion of the area of land they occupy, as in such cultivated areas waste liquids could be

DRAMA, PATHOS, HUMOR, ART.

Comprehensive as is the heading to this paragraph, it is certainly not more so than the entertainment given by Spencer's pictures at the Lyceum Theatre. Indeed, one more descriptive title needs to be written before it is complete, and that is "Science." There can be no doubt that a weekly visit to this wonderful entertainment must become a most important factor in the education as well as the amuse-ment of the people, and the crowded houses, which nightly applaud the very fine series of films testify to Sydney's appreciation of that important fact. very Thursday night there is a com plete change of programme, and every programme is certainly a great treat

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The "Co-operator" is your paper, and on its staff are experts employed to give you absolutely the best service obtain-

Editorial Dept.,
Consultation and Advice Dept.,
The Sporting Dept., and
The Shopping Dept.,

are controlled by men who represent "the last word" in their business, and these are entirely yours to command. Can you help? Yes.

By using each and every one to the

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"Plain Bill," our town shopper, repeats this right here.

Do you want a Watch?

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A Hat?

"At" our advertisers now and mention the "Co-operator"—or send your order to "Town Shopper,," c/o "The Co-op-erator." It is his business to see that you get exactly what you want and on the right terms.

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Many products enjoy a wave of popularity — derived perhaps from "boom" --- or from a mere whim of the buying public.

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High Grade Tailoring at Low Grade Prices.

All work is done in our own workrooms by highly skilled Union Hands, working under the most complete Union conditions. We make clothes that make friends.

Easy Payments to Railway and Tramway men.

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The Lace King,

Has arrived in the City, and has opened a Branch

57 OXFORD STREET. Ladies! watch our Lace and Millinery Displays.

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We appreciate the responsibility placed upon us in the conduct of high-grade, economical service.

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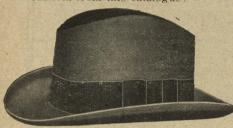
TOOHEY'S LTD. STOUT. ALES AND

STANDARD BREWERY, SYDNEY.

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We are in a position to increase the purchasing power of your wages by at least 10 percent. We have expert shoppers who can select your groceries, ironmongery, crockery, wearables of all kinds, toilet requisites, furniture, jewellery, and electro-plate, musical instruments, etc., at the best and cheapest houses in Sydney. Goods with original invoice will be sent post free or by cheapest carriage rate. If you wish it, your shopping will be done with the firms you name. Write us at once, enclosing 2d. stamp for reply. Address letters: "Town Shopper," c/o "Railway and Tramway Co-operator," 435 Kent-st., Sydney. Money orders should accompany advices, and be made payable to the Manager "Railway and Tramway Co-operator."

Now is the time when you must set Now is the time when you must set about getting your warm winter clothes for your "off duty" wear. One cannot do better than send to Marcus Clark and Co., Ltd., for their "Travelling Salesman," a magazine (free by post) of over 160 pages brim full of illustrations of their goods from all departments. Herewith are a few special lines culled at random from this catalogue: at random from this catalogue



DM 56.-Medium Frame Hats, in wool, 5/11, 6/6; fur, 8/6, 9/6, 10/6, 11/6, 12/6. Colors, Cuba, drab, slate. black and olive.



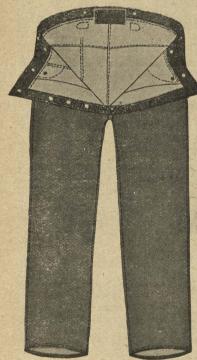
Black Cashmere-sizes 91in. to 12in., 9d., 1/-, 1/8, 1/6 and 1/11.

Black Cotton, fast dye 6d., 9d.
Fancy Cashmere, the latest patterns, 1/3, 1/6, 1/11, 2/6. Fancy Cotton, new designs always ar-

riving, 9d., 10½d., 1/-, 1/3, 1/6.

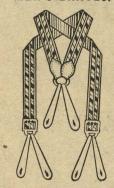
Lambs' Wool 1/-, 1/6, 1/11

Heather Knit 1/-, 1/6, 1/11, 2/6



Shopmen's Denim Clothing, doublesewn seams throughout, grev or blue—Trousers, 3 to 8—ordinary make, 2/11; double seats and knees, 3/11. ac Suits or Jumpers, 3/11. These goods are thoroughly suitable for men working in the various Loco.

MEN'S BRACES.



DM 26.—Elastic Web, leather ends, 1/-,

1/3, 1/6, 1/11, 2/6, 2/11.

NOTE.—Don't forget when writing Marcus Clark and Co. to mention the "Co-operator," or better still, send me the money to buy for you.

CO-OPEROSITIES.

"The Editor."
"Salvador," "The Sport,"
"Musket,"
"Sister Mary," "Plain Bill," Subscribers please note, THEY ARE YOURS TO COMMAND.

SPECIAL NOTE. When sending money to the Shop-ng Department, if in Postal Notes the letter must be Registered. Either do this or else send Post Office Order made payable to Mr. J. H. Catts, who will then cash the order and hand the money to me to make your purchases vith, then there will be no risk of the money being lost. We cannot hold ourselves responsible, and unless every care is taken there is a danger of

money going astrav.

SWEATERS AND JACKETS.

From Edward Arnold and Co.'s (Oxfrom Edward Arnold and Co.'s (Oxford-st.) new winter shopping guide, are advertised a special list of Sweaters, etc.—things you can't do without for the cold weather. I can buy from them at the following prices:—

Men's Sweaters, newest designs, large variety, roll collars, also polo protector collars, 5/11, 6/11, 7/6, 8/11, 9/6, 10/6, 11/6.

Men's Sweaters, white and cream, roll and pole protector collars, 7/11, 8/11.



Men's Cardigan Jackets, 5/11, 6/11, 7/11, 8/11, 10/6, 12/6, 14/6. Men's Plain Navy Jerseys, 4/11, 5/11,

6/11.
3 oys' Sweaters, white, sizes 18 to 30, 2/11 each; cardinal, sizes 24 to 30, 3/3 to 4/6; navy, sizes 18 to 30, 2/11

Also a large variety in all new shades and designs, at prices to suit all pur-

Again I ask if you write direct to Edward Arnold and Co. don't fail to mention the "Co-operator."

THAT SUIT LENGTH

Jack M. (Goulburn).—There does not appear to be any firm such as you mention in Sydney. I have been following around, from street to street, the wife of the man who sold you the suit lengths, and the fact that she shifts so often suggests that I have not been the only caller on the same errand. She has evidently been getting it warm from someone, just as her husband ought to he getting it warm in the country. someone, just as her husband ought to be getting it warm in the country. I can never understand why people in the country allow themselves to be fooled year after year by this suit length swindle. It is true that a suit of clothes can be made for 19 6 in the cheapest slop style, but you would not wear it, and anyhow, when it was made, you would still have freight to pay before it was delivered, and probably a little bill for trimmings and linings. When you appear to get things for less than a legitimate price, someone is being swindled mate price, someone is being swindled and you need not be surprised if that someone turns out to be you.

...Par—How to increase your wages W.J.K. (Penrith).—I bought you a pair of best boots, 15/6, and goloshes to fit, 4/10, at Horton's, Newtown. As you wanted a high-class make for Sunday wear I can guarantee you will be pleased with the value.

FOR WARMTH.

H. M. (Trangie).—The sweater I sent you was the best and largest I could get for 7/6, the color was navy and the material lovely and warm. I am sure you will not now complain of the cold when you put the sweater on. The shoes for the girl were 4/6 and your boots 8/11, and the soap cost 10½d. for the box containing three cakes. I have thus a balance left over of 3/4½, which I will credit you on the books until your next order. Our editor has asked me to thank you for the new subscribers and for your kindly praise and good wishes; and though the paper is yet far short of our ideal I cannot help feeling that a word of appreciation such as yours helps to bring that ideal a bit nearer realisation. It's not that you inspire us with enthusiasm, but if you write thus to the paper I am sure you are making its merits and its mission known to your fellow workers and friends, and thus making our circle of readers and subscribers ever wider and more influen-I would like to have many personal letters such as yours, and to feel that all my railway and tramway friends were working for the good of their official organ.

Mr. E. Mittenborg, of Merrywinbone. writes:—"I hope your efforts to bring the condition of railway workers on as good a basis as possible will meet with every success. We fettlers out back know only too well the difference between town prices and back-block

TO DRIVERS.

What does your salary gauge read? Would you like to force it up any higher? Would you like to lift the safety valve? You can blow to some purpose by making liberal use of our shopping department. Your salary is worth from 10 per cent. to 20 per cent. more if ju-

J. SANDERS Grocer,

SYDNEY & SWANSON STS., ERSKINEVILLE Orders called for and delivered, Green Coupon given. Best Brands of Butter, Bacon

The Turf: Notes and Selections (By "Musket.") (By "Musket.")

ANTICIPATIONS.

(By "Musket.") CANTERBURY.

Race: Ribstone Pippin or Hurdle Contorp, 1. Nursery Handicap: Lord Modan or

Blackpool, 1. Flying Mile: M.K. or Torula, 1. Park Stakes: Baal Gammon or Cur-

rawinya, 1. Canterbury Handicap: Lunoc, 1; Vanadium, 2; Marcotina 3.
Shorts Handicap: Barley Brew or

Despite his substantial rise in the weights compared with his Rosehill Handicap, the Medallion gelding, M.K., should run a great horse at Canterbury on Saturday.

So far The Acolyte has failed here, but he should be at home at Canter-bury Park, even if ridden to the front early, as was the case at Rosehill last

Unless a great number of the horses engaged at present in the Brisbane "Two Thousand" are scratched, the running will be robbed of a lot of its interest through the field being strung right out before one-third of the distance has been traversed. A smart tance has been traversed. A smart horse out of the slips will have a big good at beginning. Maltchester is one, however, who should get to the front early, ditto Plush.

The A.J.C. Winter meeting will be decided on June 4 and 6. A couple of hurdle and steeplechases will be decided, and Treat may account for one of the former events. Entries close on Monday part Monday next.

Lady Frisco was hardly ready when she ran at Moorefield a few weeks ago, but she is doing well enough now to give a good account of herself at Canterbury Park next Saturday.

Backers generall—were on the qui vive to back Malster Maid for Tattersall's Stakes last Saturday, but she did not materialise, the stable electing to win with Baal Gammon. Malster Maid will be warm goods for the Park Stakes on Saturday if started.

Currawinya finished better than any thing else in the flying Welter at Rosehill, and on that form I fancy him for the Park Stakes to be run for at Canterbury Park next Saturday. Frank McGrath has a couple of horses nominated, Baal Gammon and Malster Maid representing his stable, and the elect representing his stable, and the elect will be hard to dispose of.

An inside berth in the Shorts Handicap at Canterbury will materially help in bringing about a victory, as there are 40 horses listed. Barley Brew, who looked nice and healthy at Rosehill last Thursday, should run well in this event, providing he is lucky in drawing a good post position. post position.

Entries did not close for Saturday's meeting of the Canterbury Park Race Club which takes place on Saturday next, but Secretary W. L. Davis secured splendid nominations, the Shorts Handicap filling exceptionally well.

A well-known punter took £200 to £12 about Lunoc for the Winter Stakes for a saver, having put £100 on Parsee and £40 on The Acolyte. Nice kind of saver, eh?

Ere long some New Zealand bred ponies will be seen competing at the "unregistered" meetings about Sydney.

Gravelotte was a good way behind the leaders in Tattersall's Stakes when half of the trip had been traversed, but he finished nicely, and did well in running such a good second. This colt is by Grafton and promises to more than pay his way

If Havoc had been given a better opportunity at the stud in regard to mating, he would have been high up on the list of winning sires. His progeny demonstrate pace of no mean order, to wit Irishman. Lunoc, who won the Winter Stakes on Saturday, is one of his stock his stock.

A more vigorous and experienced horseman on top of Porch would have about downed Quentin in the Flying Handicap on Saturday at Randwick. The apprentice, Townsend, who rode him, however, did well for a novice.

On Lunoc's form in the Winter Stakes, it makes the Medallion horse, M.K., out to be a cut above the ordinary run of horses that compete at our suburban fixtures. Lunoc at Rosehill failed to foot it with M.K. at any stage of the race. of the race.

Medaglia, who was bred in this State, is by Medallion from Second Thought, a mare that raced in Sydney in the nomination of Frank McGrath. Medaglia was ridden by W. McLachlan, the all-conquering Sydney jockey.

Judging by the crocks that race over hurdles here, it would pay owners to put decent flat races to the business.

Evidently Contorp is not as much at home over the hurdles at Randwick as he is at Canterbury Park or Moorefield, where he has registered his victories.

Treat did not do better than a poor second last on Tattersall's Club Hurdle Race, but I expect to see him score nicely in a good race ere long.

Lord Modan is possessed of the necessary dash for a five-furlong flutter at Canterbury where pace tells. He is engaged in the Nursery Handicap to be run for at the C.R.C. meeting on Saturday.

Owner of The Reckoning has either a penchant for scratching his moke, or an eye on the Maiden Hurdle Race to be run for at the V.R.C. Winter Meet-

Foul or careless riding was very much in evidence at Tattersall's Club Meeting last Saturday, and several jockeys were loud in their complaints at having been interferred with, some considering that interference was intentional. Baal Gammon and The Acolyte were a couple of horses that appeared to suffer through being bumped, and the latter's rider, Connell, lodged a complaint after weighing in. a complaint after weighing in.

Sparklets from Sportdom

(By "SALVADOR.") -

PETITION.

Position of Clubs.

N. Sydney Newtown Ultimo Rozelle Ocean Street Waverley	.uoM 2 2 1 1 0 0 *	0 0 1 1 0 0 Lost.	* 8 8 6 8 1 Foints	16 0 27 6 16 28 25 7 6 16 28 7 6 16 20 7 6 16 20 7 6 16 20 7 6 16 20 7 6 16 20 7 6 16 20 7 6 16 20 7 6 16 20 7 6 16 20 7 6 16 20 7 6 16 20 7 6 10	Comp.
Draw for	Fi	rst	Round		

May 9.—Rozelle v. Newtown, Epp-in— Ultimo v. Ocean-street, Cricket Ground No. 2: North Sydney v. Wav-erley, North Sydney Oval No. 2. May 16th.—Waverley v. Rozelle, Cricket Ground No. 2: North Sydney v. Ultimo, North Sydney Oval No. 2: Newtown v. Ocean-street Ersking-

Newtown v. Ocean-street, Erskine-

May 23rd.—Waverley v. Newtown, Cricket Ground No. 2; North Sydney v. Ocean-street, North Sydney No. 2; Ultimo v. Rozelle, Epping. May 30th.—Ultimo v. Newtown. Cricket Ground No. 2; Ocean-street v.

Waverley, Hampden Oval; Rozelle v. North Sydney, Epping.

June 6th.—Ocean-street v. Rozelle, Hampden Oval; Newtown v. North Sydney, Epping: Waverley v. Ultimo,

Cricket Ground No. 2.

Results of Matches May 16th. Newtown defeated Ocean-street, at Erskineville Oval, by 6 points to nil,

after a fast and good game. C. after a fast and good game. C. Hanson scored the six points—the try he scored was after some good passing by the backs. He also kicked a goal from a mark. All the winners played well, but Hanson was the best player on the field. Lees, Griffen, Kerr, Berringham and Knight also deserve special mention. For the losers Belton, Vosse and Tidy played will. The football of both sides was of a very high standard.

North Sydney defeated Ultimo at North Sydney Oval by 19 points to 8, after a good rame. Casey shone out for the winners by scoring three tries. Clarken played best for the losers.

Rozelle defeated Waverlev at Sydney Cricket Ground by 9 points to nil. Eyles (2) and Muller scored tries for winners. Eldridge also played

TRAMWAY RUCBY UNION COM- well. For the losers Gilbert was their

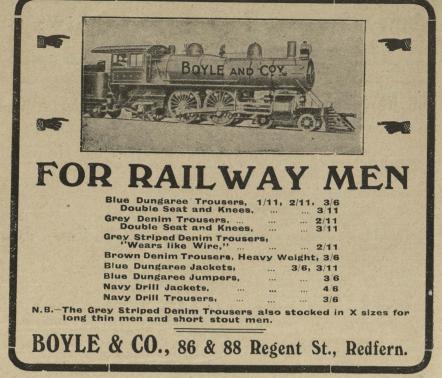
Lor, how the mighty has fallen! Ringer, of whitewash fame, of Circular Quay, has opened in a new role. He has been seen chasing snakes around the Quay with a big stick.

The surprise in hoofball circles last Saturday was the manner in which the newly-formed Annandale team played on the occasion. After their dirty drubbing on the previous Saturday in their first match, their chance of making a name for themselves seemedthey say in the classics—"up to tty." However, the young team putty." However, the young team played like tigers against the redoubtable Balmaniacs, and although the latter won by 8 to 2, the newly formed team shook them up during every moment that the ball was in action.

The amateur championships will be continued to-night (Thursday) at the Gaiety Club. So far the contests have not brought to light any boxer of promise. In fact, taking the first night's crowd that battled they were, in the main, not by any means up to the physical standard of the lads we have seen don the mittens in past years. ever, it is whispered that to-night something pretty sultry in the heavy-weight division is to be turned loose. A good night's sport is assured any-how, between fifteen and twenty bouts being on tap.

University walloped North Sydney by 10 to 5, after a ding-dong battle. Glebe and Sydney met, and, oh, what a drubbing it was for one? You all doubtless know by this time the Red Legs scored 28 to 5. (Oh, help!). Then ended a surprise in the senior fixtures by Manly, the boys who are still brown from their summer's sun hatching, putting the Balmaniacs down to the tune of 19 points to 10. It was a good day's sport taking it all

Champton Dick Arnst DID NOT win the Parramatta Hundred. But, by the Gods! he performed in a manner which won the admiration of every man who understood anything about rowing who witnessed the race. To F. Matterson a most promising young sculler, he conceded over three hundred yards (65 seconds start) in the



distance, which was $2\frac{1}{2}$ miles. The task of catching him in the smooth water with tide and wind in favor was simply superhuman. Arnst, all the same, elec-trified the onlookers by shooting like trified the onlookers by shooting like a meteor through numerous well-known scullers, to whom he had conceded much start. But the distance was too short for him to catch up. F. Matterson won handily, with brother George and Theo Towns making a ding dong race of it for second place. Zetsch collapsed from sheer exhaustion close to home. It was an inspiring race. G. Matterson just managed to pip Theo Towns. They fouled slightly, but Towns' appeal was not upheld. Arnst at this stage was only a length behind them. The winner's time was 16min. 17secs. It was a great carnival. great carnival.

Unfortunate indeed was the nappening at the amateur contests at the Garety Club just recently, whereby during the contest one of the combatants received a blow, fell somewhat heavily to the floor and expired a few hours afterwards. wards. The man who was refereeing the contest has been in a terribly troubled state of mind ever since. This paper extends every sympathy to the parents of the fine young man thus cut off in his prime. But with all due respect, it begs to bring before them the fact that it was not on account of the alleged "brutality of boxing" that the lamentable happening came about. It was one of those unfortunate happenings that crop up occasionally, against which human foresight is of no avail. The innocent pleasures of surf bathing entail a death roll the football paper extends every sympathy to the bathing entail a death roll, the football field claims its victims, and even in the struggle for existence the man in the street, the man in pursuance of duty on train, tramcar and elsewhere, are daily stricken down. Our sympathies are none the less extended to the parents of the brave young lad and true sport who thus met with an untimely

In the sporting circles in this city In the sporting circles in this city there are many men in the tramway service who play no mean part. Take, for instance, Daye Tidy, the young giant at present steering a car along William-street, as a type. Dave as a swimmer takes a deal of downing. Whilst with the Waverley depot he was always first and foremost in any sporting matter that was ever mooted. He is ing matter that was ever mooted. He is a man of splendid physique and always reminds he writer, who has seen him stripped for the fray on many occasions, of the type of the statue of Opolo on view in the Botanical Gardens. Tidy is all there in a wrestling bout as well, and he became distinguished last year by winning the heavyweight championship of the tramway service. En passant it might be mentioned that Mr. Kneeshaw, the boss of the boys, never hesitates to make concessions amongst them to encourage amongst. Should a football team require chairman be required at their meetings, or a donation as president to any club, 'tis seldom that "his nibs the boss"

The more one sees of Dally Messenger, the Eastern Suburbs crack, the more one is impressed by what a mar-vel he is. There are times when he is vel he is. There are times when he is a whole blessed team in himself. Last Saturday was one of his "days out", and when Messenger is having a day out there is always something doing on the football field well worth watch-Easts, mainly owing to his efforts, succeeded in downing the North Sydney cracks by 11 to 7.

We are all interested in records. The latest that filters through the cables is worthy of note. Of course, it may be broken to-morrow, but that is a mere detail. The message read to the effect that a couple of aeronauts had cended to the altitude of twenty thousand feet somewhere on the Continent last week. Their fate is known by this time to all Australians who are bitten by the disease of reading the daily papers. They became almost asphixiated (is that the way to spell the word, Mr. Editor, please?) on account of the lack of pure oxygen at that altitude and they came back to earth with the quickest possible despatch. A wag of writer's acquaintance upon reading the par asked: Why the deuce did they not hang on until daylight and pluck a hair or two out of the tail of Halley's comet

A LUCKY DRIVER.

Mr. George Millham (Loco railway driver), of Darlington, has drawn £5,000 from Tattersall's in the Adelaide Cup. He drew Medaglia, which was ridden by Jockey McLachlan. This jockey builds a house every cup he wins. No doubt our lucky friend will build a terrace, and so secure a lasting advantage from his scoop.

Pastime Clubs.

Secretaries are requested to supply weekly reports to reach us on Mondays.

NEWTOWN.

NEWTOWN.

The committee of the above Pastime Club held a special meeting on the 15th instant to meet a number of railway employees by invitation to consider the best means of successfully floating the Newtown Pastime Club into. a recreation club under the Limited Liability Act. The following were present:—Messrs. J. H. Catts, M.H.R., Stephenson, McGowan, Lucas, Buckingham, Vaughan, Aikman, Mitchell, Phillips, Brissett, Whitty, Lane, and Walton.

Mr. J. H. Catts, M.H.R.. was voted to the chair. After discussion it was resolved, on the motion of Messrs. Buckingham and Brissett, that a recreation club be formed under the Limited Liability Companies' Act. It was further resolved, on the motion of Messrs. Vaughan and McGowan, that the committee of management of the present Pastime Club, together with other persons present, form themselves into a provisional committee for the purpose of furthering the decision arrived at in the previous resolution. A sub-committee to draft a prospectus was formed on the motion of Messrs. sub-committee to draft a prospectus was formed on the motion of Messrs. Lucas and McGowan. The following were elected:—Messrs. J. H. Catts, M.H.R., Buckingham, Aikman, Lucas, Phillips, Lane, and Harding. It was resolved that the report of the sub-committee he presented to the semmittee. committee be presented to the committee as a whole next week. It is the intention to allow both Railway and Tramway men to join.

A SOCIAL CATHERING!

A very enjoyable evening was spent at the Newtown Tramway Recreation Club on Friday, 13th May, among a number of tramwaymen, who assembled to say farewell to Aloysius Farrell on the eve of his departure from Newtown. Mr. J. Aikman occupied the chair, and "Tippy" Farrell (as he is known) was made the recipient of a old medal (suitably inscribed) by Mr. Purcell, on behalf of his fellow-employees, who spoke in very high terms of the esteem in which Tippy was held, and they were sorry to lose him, especially from the Club, where his face-

pecially from the Club, where his face-tious stories would be missed.

Mr. Farrell, on rising to respond was greeted with applause, said it was gratifying to see so many of his com-rades there, and to know that he was leaving the service with their good wishes, and also that it was hard for him to find words enough to thank them for their kindness. The present would be looked upon as a token of friendbe looked upon as a token of friend-ship between him and the tramway employees at Newtown. He had decided after many vicissitudes of fortune to make his home on the Hawkesbury River and take up the duties of a lone fisherman, where he would be pleased River and take up the duties of a lone fisherman, where he would be pleased to see any of the tramwaymen. He could assure them if they wanted a good day's fishing to let him know and he would be able to make the necessary arrangements. The evening was brought to a close by musical items rendered by the following gentlemen:—Mr. E. P. Johnson, comic, "I am a Copper;" Mr. Wally Williams, "My Sweetheart when a boy;" Mr. J. Purcell, "The Singer was Irish;" Mr. W. McLaughlin, comic, "Looking out of a Railway Train;" Mr. A. Farrell, "The Fisherman's Dream;" Mr. E. Lewis, song and dance, "I loves my Loo;" Mr. Waxy Johnson, recitation (by special request), "The Trip to Narromine"

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The Co-operative Coupon Company have an important message to convey to "Co-operator" readers. Watch next issue.

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Superior Trousers

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receive the same care and attention as our "Tailored To-Measure Clothes" do. The Cloths and

We make them ourselves, and they

Patterns are no different, either, while

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them in 1, 1, and ordinary sizes with

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Fine, Ready-to-Wear Trousers, cut in latest style, and Well Made. In Dressy English Striped Worsteds and Serges; newest Shades of Grey, Fancy and Plain Blue. Latest Natrow and Medium Style, One Hip Pocket, in \(\frac{1}{2}\), \(\frac{1}{2}\), and Ordinary Sizes to fit Stout, Thin, and Normal Figures. Temarkable Honest Value at 7/8.

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Fine Dressy Trousers, in 75 newest patterns of English and Australian Tweeds, Worsteds, Serges, West of England Sergerettes, and Silk Mixtures. New Designs are fancy stripes, grounds, and stone mixtures in latest colorings of Grey, Green, Brown, Slate, and Neutral Tones. Well tailored and stylishly cut, withip and two side or cross pockets. All Youths' and Men's Sizes. Equal to Tailor-made. Moderately priced at 10/6.

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Well made Blue or Dark Grey Denim Trousers. Fromy cut and strongly sewn, 2/6, 2/11.

Extra Heavy Denim Trousers, Blue or Grey, double, reinforced knees and seats; hip pocket; loops for belt; 3/6, 4/6.

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TROUSERS, 4/11.
Good Working Trousers, Serviceable Striped
Tweeds, Strongly Sewn

Roomy Cut, with Side and Cross Pockets. Honest Value at 4/11, 5/6.

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Latest Style Trousers, in Good Quality, with side and cross pockets. Ex-cellent Value at 6/6.

Amalgamated Railway & Tramway Association.

The New South Wales Amalgamated Railway and Tramway Service Association.

Established 1886. (Registered under the Trade Union Act of 1881 and Industrial Disputes Act of 1908.) PRESIDENT: C. BROWN (Loco., Granville).

E. D. CAMPBELL (Per. Way, Rockdale). T. FLYNN (Tram. Per. Way, Erskineville).

J. STEPHENSON (Railway Traffic, Newtown).

J. GOOLEY (Tram Traffic, Newtown). TREASURER.
F. BURKE (Paint Shops, Eveleigh). GENERAL SECRETARY: J. H. CATTS, M.H.R.

TRUSTEES: J. CUNNINGHAM, J. JACKSON, and T. HIGGINS.

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SNELLING (Signalman).
DAVIDSON (Porter).
LAWLESS (Ticket Col-

MURPHY (Guard).
A. MASON (Ticket Col-

TRAM TRAFFIC. HODGSON (Newtown HAMS OTHERWISE. A. HORD (Lineman). H. FRASER (Lineman). MESSITER (Lineman). I. PATTERSON (Erskineville). Depot). PURCELL (Newtown Depot). V. HARDING (Newtown H.

Depot)

BRANCHES.

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

	Branch.	Secretary's Name and Address.	Place and Time of Meeting.
	Sydney	J. Gerrard, Turning Shops, Eveleigh	Trades Hall 1st Thursday
	Penrith	G. T. Howe Loca Penrith	School of Arts 3rd Thursday School of Arts 2nd Thursday
	ESKUANK	Cr. Bunyan, Examiner, Eskhank	Railway Station let Monday
	Diachileath	Geo. Bradbury, c/o Ganger Clark	Waiting-koom and Wednesday
	wallerawang	C/O I. H. Catts, Trades Hall, Sydney	Shaw's Rooms let Saturdan
	Balmurst	1. Inomas, Per. Way Shops	Templars' Hall 1st Friday
	Urange	W. D. Peters, Loco., Orange	Guards' Barracks 2nd Sunday
	Dubbo	1. Gildea, Loco., Wellington	Protestant Hall 1st Monday
	Cowra	H. C. Smith Fireman Course	Bawden's Rooms 4th Sunday
	Harden	E White Euclman Harden	Waiting Room 4th of each month Railway Station 1st Saturday
	Junee	W. Nichols, Per. Way, Junee	Waiting-room 2nd Saturday
	Narrandera	E. Rochester, Goods, Narrandera	Railway Station 2nd Friday
	Picton	H. Spratt, Loco., Picton	Old Barracks 2nd Thursday
	Cootamundra	Hy. Jones, Traffic, Cootamundra	Railway Station 1st Saturday
	Goulburn	R. Corish, Interlocking, Goulburn	Oddfellows' Hall 2nd Saturday
	Tamworth	1. Godfrey, Loco., Hamilton	Trades Hall 3rd Tuesday
	Narrabri	A I Callaghan Narrahri West	Oddfellows' Hall, East T., 1st Sunday Railway Station 1st Thursday
	Queanbeyan	D. Annand. Per. Way. Queanbeyan	Waiting-room 3rd Saturday
	Armidate	O. McDermott, Armidale	Caledonian Hotel 1st Saturday
	Murrurunai	B. Dugan, Loco., Murrurundi	Class Room 1st Friday
	Invereil	1. Forde, Byron Siding, via Inverell	Railway Station 4th Saturday
	Moree	J. Donnelly, Per. Way, Moree	Railway Station 1st Saturday
	Albury	R. Windsor, Traffic, Singleton	Railway Station 1st Saturday
	Lismore	R. McLean, Ganger, Albury	Loco. Tank House 1st Friday Railway Station 1st Thursday
	Nyngan	J. Richardson, Per. Way, Nyngan	Railway Station 1st Indisday
	Werris Creek	A. D. Worrell, Pumper, Werris Creek	Railway Station 1st Saturday
	Culcairn	T. Green, Per. Way, Culcairn	Railway Station 1st Friday
		W. Thomas- Railway Station, Kiama	Council Chambers 1st Saturday
		H. Court, 20 St. David's-rd., Ashfield.	Royal Edward Hotel 2nd Wed.
	Scone	J. Jackson, 81 Samuel-st., St. Peters.	
			Railway Institute 2nd Wednesday Council Chambers 2nd Saturday
		A. W. Kearsley, Outwards	
	Newtown	E. Lawless, Ticket Collector, Sydney	St. George's Hall 2nd Tuesday
	Ultimo	Smith, Lineman, Ultimo Car Shed	Trades Hall 1st Tuesday
	Wollongong	J. Quelch, Per. Way, Tarrawenna	Wollongong last Saturday
	Newtown Tram.	J. Gooley, Tram Depot, Newtown	St. George's Hall as summoned
	Junes, No. 2	R. Williams, Thomas-st., Junee	M.U.I.O.O.F. Hall1st Sunday
- 3	interiocking	G. H. Stokes, Allen-st., Granville	Trades Hall 3rd Friday

ERSKINEVILLE.

The monthly meeting of this branch was held at the Railway Institute on the 11th instant. Mr. Flynn, Executive Officer, in the absence of the branch ficer, in the absence of the branch president, presided over a good attendance of members. Mr. J. H. Catts, M.P., General Secretary, and Councillor J. Cunningham were also present. The following resignations were received, mainly from contract carters:—Messrs. J. Murray, D. Craddock, I. Riley, E. Lancashire, A. Millar, W. Crawford, P. Harvey and G. Barry. Owing to the resignation of Mr. D. Craddock, the office of secretary became vacant. Mr. J. Jackson was elected unopposed to the position. The ed unopposed to the position. The General Secretary then addressed the meeting and introduced Mr. W. S. Thompson, the Association's Organiser. He advised the meeting to form a committee of one man from each gang to help the organiser. This suggestion was adopted by the meeting. Mr. Catts also laid the claims of the "Co-operator" very strongly before the meeting. In response to a subsequent vote of thanks the General Secretary said he was always only too olad to work in the interests of members, and sincerely hoped members would themselves take a lively interest in the affairs of the Association, as it was all for their own good. Messrs. Thompson and Cunningham also addressed the meeting and were accorded votes of

ORGANISATION AT ROZELLE. On Friday morning last, May 13th, according to agreement with Organiser W. S. Thompson, Mr. Chas. Seymour, of Erskineville Branch, got together splendid meeting of tramway men at Rozelle depot during the breakfast hour. The organiser was accompanied by Mr. J. H. Catts, M.P., who addressed the men upon the benefits of amalgamation. In answer to several questions the Capacial Secretary description. tions, the General Secretary demon-strated the benefits which had accrued to tramway men in the direction of increased wages, awarded by the various Wages Boards. He also showed very Wages Boards. He also showed very clearly how much more effective could be the work of one large amalgamated society than that to be secured by sectional representations. Organiser Thompson also addressed the meeting. He pointed out that the casual workers in the per, way tramway department reeven more attention than the permanent staff, on account of the frequent evasion of the awards in their direction. Mention was also made of the follow-on shifts in the construction works, where men had been required to resume work at 11 p.m., after having worked 83 hours previously the same day. This had been remedied to some extent, and the men had been paid their back money, owing to the efforts of the General Secretary of the Amalgamated Association. As a result of the meeting 26 new members were enrolled well done Rozelle

EVELEICH.

RAILWAY PER. WAY. BURNS (Ganger, New-

town). SHERIFF (Bricklayer,

Rockdale). KING (Fettler, Clyde).

TRAMS OTHERWISE.

The usual monthly meeting of this branch was held on the 11th instant, Mr. W. Hulme, vice-president, presiding over a good attendance of members. After the adoption of the minutes and correspondence, the meeting had regretfully to receive the resigna-tion of Mr. Secretary L. R. Brandon. On the motion of Messrs. Wordsworth and Court, it was unanimously resolved that the deep regret of the branch be placed upon record in the minutes. It was also subsequently decided to recogmise the late secretary's services to the Association in some tangible form. A presentation is to be made to the Association in some tangible form. A presentation is to be made to Mr. Brandon at a smoke concert in his honor; but the date is not yet decided upon. The resignation of Mr. W. Sattler as a member of the Association was received in compliance with the rules. Mr. A. Grover, junior, was admitted as a member of the Association, on the motion of Messrs. Court and Wordsworth. Nominations were then called for the position of secretary, and Messrs. H. Court and I. Walters were nominated. The bal-Walters were nominated. The ballot resulted in Mr. H. Court's favor, and Mr. J. Walters, president, then installed the new secretary, the vice-presidents, Messrs. Hulme and Wordsworth, also speaking in complimentary terms of the new secretary, to which Mr. Court suitably responded. On the motion of Messrs. Wordsworth and Johnson, Mr. Walters was nominated as a member of the Council of the Association. The meeting then adjourned to the second Wednesday in

HARDEN.

A meeting of this branch was held in the porters' room on the 7th inst., Mr. G. McLaren presiding over a very good attendance of members. The good attendance of members. The business of the meeting was of a general routine character, after the transaction of which the following gentlemen, all of the Per. Way Department, were admitted as new members:—Messrs. Hoare, Galong, Strahan, McDonald, and A. Lawford.

BATHURST.

We regret to learn that, owing to the illness and consequent absence of Mr. Thomas, the energetic branch secretary, the May meeting of the branch was allowed to lapse. Mr. J. Maloney, of the Loco. shops, is acting as secretary during the secretary's absence. Mr. Thomas for a long time has had a bad cold, which the doctor advises him may turn to asthma. He is however may turn to asthma. He is, however, taking a holiday at Sans Souci, and creeping along to full recovery. We trust the members of the Bathurst branch will rally up to their next meeting, on the first Friday in June (3rd) at the Temperance Hall, Havannah

International Notes.

We have arranged to secure regular information from England, America, Germany, Belgium, Italy, Switzerland, and other countries in regard to Raliway and Tramway employees' movements and affairs.

The Strike of the Tramway Servants in Loir-et-Cher (France).—The serrants of the departmental system (electrical line) had on account of questions regarding wage and work time gone on strike, which lasted for two weeks. The Prefect, the Judge of Peace in Blois, the Deputies of the Department, and finally the Minister of Public Works, tried in vain to interfere the company refused each and any concession. Work had to be resumed again under the old conditions

Affiliation of the Switchmen with the Syndicat National of the Railwaymen in France.—The peace, which was restored at the last convention of the Syndi cat National, continues to bear good fruits. The Society of Switchmen which had only a few members and which only worked in Paris and the banlieu, has dissolved to amalgamate A. SHERIFF
Banksia).
E. SAVAGE (Fettler, Mortdale).
Wm. O'DONNELL (Fettler,

The Tramway Servants in Rome are on Strike.—The tramway servants had already seven months ago submitted a memorandum to the administration of the Tramway Company and to the Municipal Council, containing a description of their miserable condiitons and claims for an improvement of the wage and working conditions. After a long delay the administration gave a declining reply and the Municipal Council was not in a position to help the laborers. At the end of November the tramway servants stopped work for half a day and decided then to resume work without any conditions, as no favorable result of the struggle could be hoped for on account of the differences which prevailed within the ranks of the organisation. But the matter was not given up. An active agitation was undertaken which did not remain without success, because the claims were again established (see Nos. 20 and 21 of the Weekly Report). When the tramway administration again rejected these claims, they interrupted the service on Sunday, March 13th, in order to discuss the measures to be taken at an extraordinary meeting. On the next day the administration reprimanded the entire agitation committee, to which the tramway servants replied with a strike. The tramway traffic stops completely.

The Locomotive Engineers and Firemen in America, on the lines west of Chicago, threaten to go on strike if their claims are not realised. The companies have rejected the claims, but negotiations have been prepared through the intervention of Government, whereby the strike will probably be avoided. A strike would cause a complete stoppage of the traffic as the complete stoppage of the traffic, as the locomotive engineers and firemen are very well organised and are all quite decided to stop work immediately if strike is declared.

Motions for the Seventh International Transport Workers' Convention. The Nederlandsche Vereeniging van Spoor-en Tramweg-Personeel has pre-pared the following motion: "The In-ternational Secretary is instructed to prepare a report (a) on the information received regarding the working condi-tions of the railwaymen, wherein the servants, who do the same kind of work, should as much as possible be called by the same name; (b) on the institution and the manner of working of the Staff-Commissions of the rail-waymen and on the legal regulations regarding the right of striking; (c) on the financial results of the State and private railway lines. And to forward such report before the next convention

of the affiliated organisations."
The Seventh International Convenion further recommends to the affiiliated organisations of railwaymen and tramway servants to use their efforts in the various countries to induce the State authorities to issue regulations with reference to the working conditions which must at least correspond with those at the private companies.

List of the Strikes in the Traffic and Transport Trade in France during the Year 1909.—Railwaymen, two strikes: one strike on the Bone Guelma line (Algiers), during the last ten days of March, with 400 striking men. Claims: Increases in wage and regulation of the promotion, Result: Transaction, The other strike in Morteau (Doubs), ten striking men, during one day in June striking men, during one day in June,

for the reinstatement of a discharged fellow-worker. Success.

Tramway servants, six strikes: In Calais, 50 striking men, during the last ten days in March. Wage claims. Transaction.—Loiret and Loir-et-Cher districts, four days in June. Claims: Reinstatement of some discharged fellow-workers, increases in wage, day of rest every ten days, reduction of work time. Transaction.—In Saint-Etienne time. Transaction.—In Saint-Etienne (43 striking men), two days in July, for the reinstatement of discharged fellow-workers; defeat (18 striking men were discharged.—In Aude et Herault (148 striking men), 12 days in July, for the reinstatement of discharged fellow-workers; defeat.—Western Paris district (1,500 striking men), five days in September, to obtain the five days in September to obtain the dismissal of a chief of division; defeat.

—In Bordeaux, 13 days in November, for the 10-hour workday and for an improvement of the pensions; transac

In the construction of railway lines, one strike in Paris, platelayers, 73 striking men from December 16th,

Scientific and Technical

Australia is not able to produce the high-class technical speciality journals, such as are published in America and England, owing to our smaller community. These great journals are, therefore, out of the reach of Australian workmen. We have arranged to search the whole of these productions and reprint valuable scientific and technical tit-bits for the information and assistance of our readers.

Engine not Square.—"We can not get the engine I am running square. When the reverse lever is in either corner she sounds all right, but when hooked up in about the third notch from the corner she goes lame. Could you tell me how to remedy this? She's a simple engine."—L.B.D.

Answer.—The fact that the engine is square in either corner but lame when hooked up would indicate that either the links are not of the right.

either the links are not of the right radius, that they are not located at the proper distance from the axle on which the eccentrics are mounted, or that the suspension or saddle study are not located right. The probabilities are, located right. The probabilities are, if the engine has recently been overhauled, that the link saddles were exchanged or turned around so as to throw the saddle stud outside of the link arc instead of inside. Any of the above defects would have the effect of throwing the valve too far forward or back as the lever is hooked up, or, in other words, the same effect as if the blades were lengthened or shortened as the lever is hooked up, but would not effect the valve travel with lever in either corner.

Extension Smokebox.-"Please explain the design of the extended smokebox."—D.F.B.

Answer.—The extended smokebox

was designed originally as a receptacle for such cinders as might be carried into it by the action of the exhaust, where the Master Mechanics' type of front end draft appliances was used, until such a time as it would be convenient to dump or expel them. The first designed Master Mechanics' front end retained the cinders. This design was later modified, however, so at the front end became practically a self-cleaner; when this latter type of front end draft appliance was perfected the extension front was cut back considerable the present length being anywhere between 45 inches and 60 inches. This, however, is still longer than the old type of short front care used in connection with the diamond stack, as it must be made of sufficient length to give the escaping gases a free and easy curve under the deflect-

Locomotive Boiler .- "What is the plan of construction and the material used in a locomotive boiler?"—D.F.B.

Answer. - A locomotive boiler is constructed by attaching one or more cylindrical courses to a rectangular course, the cylindrical courses containcourse, the cylindrical courses containing the flue sheets and flues, or tubes, the rectangular course containing the firebox and grates. To the front end of the cylindrical course is riveted the smokebox containing the steam pipes, nozzle, draft appliances, etc. The

foundation of the boiler is the mud ring, being a rectangular iron or steel ring, being a rectangular iron or steel ring surrounding the lower part of the firebox, to which the firebox sheets and outside, or wrapper, sheets are riveted, the firebox sheets being supported by means of staybolts, crownbolts, crownbars or radial stays, the flue sheets by the flues and longitudinal braces. Steel is the material used in modern boilers. used in modern boilers.

Effect of Soda Ash .- "What effect oda ash have on water and boilers, and is it good practice to use it without frequent blowing out of the boiler?"—A.C.B.

Answer.—This question was so well answered by Mr. W. H. Wickhorst, of the C. B. and Q. Ry., in a discussion before the Western Railway Club, that we take the liberty to quote from him, as he not only gives the reasons for the use of soda ash, but also its effects on feed water and the locomotive boiler. He said in part: "The thing we really have to look out for and try to overcome in water is the sulphate hardness, the gypsum in the water. We do not care so much about the calcium carbonate, that does not bother us so very much, but we do have to treat for the sulphate of calcium. Even if there is only a small amount of sulphate of calcium in the water originally it accumulates in the boiler and finally makes just as hard a scale and as thick a scale as if there were considerable of it, and we may have quite as much trouble with that kind of water. What we aim to do, as far as we trouble with the matter at all, is to treat the water with enough soda ash or sodium cabonate to combine with the calcium sulphate and leave in the water free sodium carbonate to

the extent of about 15 or 20 per cent. of the dissolved solids. The calcium sulphate form a very hard scale. cium carbonate form a loose scale and by treatment with soda ash in suitable quantity all scale formation is avoided. We get the scaling material all down as mud or sludge, the influence of the soda ash on the carbonate being to cause quick precipitation, and so in that way to avoid the loose scale As far as the maintenance of the boiler is concerned, the results are quite as good. The important thing is to add enough soda ash so that the dissolved solids in the ash so that the dissolved solids in the boiler contain about 15 to 20 per cent. free soda ash. The scale forming substances in the water are by this means all converted into a sludge, which the circulation carries into the back part of the boiler, where it can readily be blown out. We found that wherever treatment with soda ash, or, for that matter any other material, is

for that matter, any other material, is

carried on, very heavy blowing out is necessary to keep down the solids in solution, and, while there is some increase in suspended matter, it apparently does not add sufficiently to the foaming to warrant the expense of removal beforehand. We find where water is so treated and blowing out is carried on properly a boiler can be run almost indefinitely without washing. We can run a boiler several months, depending entirely on blowing out instead of washing." How to Release a Stuck Brake .- "If

carried on, very heavy blowing out is

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726-8 George St., Haymarket

then the next thing to do is to see whether the retaining valve is cut in— If so, cut it out. handle horizontal. Otherwise the trouble is usually due to improper brake handling, so proceed as follows: Hold the release valve or "bleeder" open until the triple valve starts to release the brake, as indicated by the exhaust at the retaining valve, then close it.

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A LIFETIME AS CUARD.

Mr. George S. Knight, a Great Western (England) guard, has retired after forty-three years' service. He joined the Great Western service in 1866 as porter at Paddington Station, was promoted to brakesman, and then oods guard in the London and Wolverhampton section. He was removed to Bristol on promotion as a passenger guard in 1872. He was one of the first to work the north express train through the Severn tunnel twenty-one ears ago, and he has been associated with that working up to his retirement. It is estimated that during his career he has covered mileage equivalent to ten times the circumference of the

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How to Release a Stuck Brake.—"If a brake is stuck and cannot be released from the engine, how should you proceed to release it?"—T.E.G. Answer.—First, look at the brake cylinder piston rod to see if it is the air brake that is "stuck." It may be the hand brake, or, in freezing weather, the brake shoes frozen to the wheels. If the piston rod indicates that it is the air brake that is at fault, then the next thing to do is to see best Breakfast

In our issue of May 5th, under the heading of social news, it was stated that Mr. J. Maher was made the recipient of a presentation at the Inter-locking Workshops on the occasion c his recent wedding. The name should have read Mr. J. Napier, to whom, though late, we now extend our heartiest congratulations.

"HOW YOU CAN HELP."

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Subscribers are core ally invited to recognise the "R their friend in Sydney. Let us know what your case is without assistance we will do our level best to help you. Co-operator," Trades Hall, Sydney.

THURSDAY, MAY 12, 1910. THE BOARD.

MR. C. HODGSON (Supt. of Lines, Traffic), Chairman MR. J. S. SPURWAY
(Sec. for Railways) Commissioner's Representative.

MR. CUTHBERT BROWN (President Amalgamated Railway and Tramway Assn.), Employees' Representative.

Frederick N. Gregory, tram conductor, Newtown, was charged: 1, Passenger's fare uncollected; 2, Generally unsatisfactory history.
Punishment: Dismissed the service.

Gregory pleaded guilty to the first charge. He was defended against the charge of generally unsatisfactory history by an agent; but his appeal was dismissed.

Waverley, was charged with being short in his cash for the month of March, 1910, and having been pre-viously dealt with for unsatisfactory

Punishment: Dismissed the service. Lynch was undefended before the Board, to whom he appealed for leniency; but his appeal was dismissed.

Percy Ambrose McGee, tram conductor, Waverley, was charged with being £2 15s 11d. short in his cash for the month of March, 1910, which was considered excessive. Generally unsatisfactory history was also charged

Punishment: Dismissed the service. McGee was defended by an agent; but his appeal was dismissed. He pleaded guilty to the shortage.

George Arthur Kenway, electrician Hamilton, was charged with the failure of the electric staff, due to the gauge ring having shifted on staff No. 7. The staff was removed by Kenway; but subsequent examination showed the gauge ring loose. Other gauerings were also found very

loose.
Punishment: Dismissed the service.
Appellant was defended by an
agent; but the Board dismissed the appeal.

Edward Patrick Johnson, tram conductor, Newtown, was charged: 1. Being absent from duty, and disregard of regulation 4, 26/4/10; 2. Absent from duty from April 28 to May 1 without leave; and 3. Generally unsatisfac-

Punishment: No alternative but to dispense with his services.

The General Secretary of the Amal-

gamated R. and T. Association, Mr. J. H. Catts, M.P., appeared before the Board on behalf of appellant.

As soon as the case was called, Mr. Catts stated that the charges were admitted. Then did not be a soon as the case was called before the case was called, Mr. Catts stated that the charges were admitted. mitted. They did not desire to contest the decision, but to ask for leni-

ency.
The Chairman: Very well, we had better hear what the Department have

better hear what the Department have to say, then we can decide.

Mr. Horan, who appeared for the Tramway Superintendent, said that Johnson should have signed on at 5.9 a.m. on April 26, but did not turn up till 11 a.m. He stated, he had had cramps. When before the Assistant Superintendent, he said: "I was down here a fortnight ago, and you gave me another chance. I am so disgusted with being late so often and was going to resign; but on second thoughts decided to ask for another chance." decided to ask for another chance."
On April 28 he was absent and did not report till May 1. He explained that he had a bad attack of dysentry. Regulation 4 provides that in such cases the Department shall be notified in time to make arrangements. His history has been generally unsatisfactory. He joined the service as a casual on April 25, 1908, at 6/6 per day, and was appointed on 7/- on February 1, 1909. Since then he has been dealt with on 18 occasions, which included 5 fines, and once 2 days' pay. On October 1 last he promised the Traffic Superintendent that he would make an improvement, but had been dealt with since on eight occasions. During his total service there had been 31 charges against him, including 9 miss fares, 10 times late or absent, 6 times incorrect journals, and other minor offences. The Traffic Superintendent could not, in face of such a record, agree to retaining a man of this kind in the corriect in the service. Mr. Catts said he had to recognise

that Mr. Kneeshaw had been well dis-posed towards Johnson and had giv-en him a number of chances. He had made enquiries independent of Johnson altogether and found that he was a genial kind of fellow who was popular amongst the men, and unfortunately had got into company in the Newtown district which led him into taking liquor to excess. The result was that he could not break from his companions and by a training liquor. panions, and by staying out late over-night, and perhaps imbibing too freely, was not fit for duty the next morning. It would be found he had been late generally when he had to go on duty in the early morning. (This was admitted.) Johnson had not said a word to him about the drink question, but he (Mr. Catts) had found out what the matter, and had strongly advised Johnson to break from his com-panions and cease touching strong drink altogether. His troubles had all occurred since he went to Newtown. He would strongly plead for leniency, and would ask that Johnson might have some punishment less than dismissal inflicted, with a removal to another district. He would promise not to touch liquor again, and to lead a new life. He would very much like to see Mr. Kneeshaw, to see if something along these lines could not be

After considering the case in camera the decision was given.
Mr. Hodgson (Chairman): Well, Johnson, we have very carefully considered your case, and are sorry we cannot help you. In view of the circumstance and the case as put before us, we find it impossible to say that Mr. Kneeshaw did wrong in dismissing you. Whether anything else can be done for you we are unable to say. You have the right to appeal to the Chief Commissioner for leniency, and as Mr. Kneeshaw will be present, he will no doubt be able to say what he thinks of Mr. Catts' suggestion, and if he can see his way clear to accept it, will no doubt tell the Chief Commissioner. As far as we are concern-As far as we are concerned we must dismiss the appeal.

FRIDAY, MAY 13, 1910. THE BOARD.

MR. THOMAS HALL

MR. W. THOW

(Chief Mechanical Loco. Engineer), Commissioners' Representative.

MR. CUTHBERT BROWN

(President Amalgamated Railway and Tramway Assn.), Employees' Representative.

Daniel James McEwan, car attendant, Sydney, was charged with having been incapable of performing his duties on night of 17-4-10, through drink-

rious complaint from passengers.

Punishment.—Fined one day's pay, and removed from position of car conductor 26 4 10

McEwen was defended before the Board by an agent. The acting-stationmaster at Glen Innes was called as a Departmental witness. The Board gave a majority decision, Mr. Brown dissenting, that the fine should be remitted, but that the degrading of appellant should stand appellant should stand.

Cecil William Sullivan, night officer, Woongarra, was charged:—1. Neglecting to remove tricycle clear of line at least ten minutes before mail train was due; and 2, allowing a lad to ride on the tricycle without authority,

Punishment.—Fined 5s., 19-4-10. Appellant was not represented. He conducted his own defence. The Board dismissed the appeal.

William Joseph Gillett, 3rd-class signalman, Picton, was charged with turning No. 8 points between the tender and trailing wheels of engine No. 912, with the result that the tender was derailed and the permanent way dam aged, 1-1-10.
Punishment.—Fined one day's pay.

Appellant conducted his own case. Driver Jackson was called as a witness against him. The Board dismissed his

Thomas Atkins, guard, Sydney, was charged with neglecting to take action to stop down Rosehill train at Stanmore and Petersham, resulting in passengers being overcarried to Lewish-

Punishment.—Fined 5s. Atkins was defended by an agent. His appeal, however, was dismissed.

William Edward Fleischmann, 3rd-class shunter, Eskbank, was charged with neglecting to take proper precau-tion when detaching a cattle waggon containing bullocks at the stockyards, Bathurst with the stockyards, Bathurst, with the result that the wag-gon got beyond control, and collided violently with the buffer stop, and be-came derailed, killing four animals and

injuring six others.

Punishment.—Fined one day's pay The general secretary of the Amalgamated R. and T. Association, Mr. I. H. Catts, M.P., appeared to conduct the case for appellant.

the case for appellant.

In this case there was a conflict of testimony between Loco, and Traffic employees. It appears that Shunters Fleischmann and Davidson were sent out with the stock train, and were told that a special train was waiting at George's Plains. They were told to hurry up with their work, so as not to cause any delay in the traffic. They then arranged their work between them, and as Davidson did not understand the unlocking of the points at the stockyards, it was arranged that the stockyards, it was arranged that Fleischmann should attend to the points while Davidson cut off the truck containing bullocks. Davidson gave the signal to the engineman to come back gently, but it appears that the engine gave a violent kick, which sent the truck of bullocks into the siding at truck of bullocks into the siding at considerable speed. The Loco. men, however, contradicted this statement, and said that the shunt was an or-

Davidson, who was called by the Department to support the case, stated that he didn't think it was possible for him to catch the moving truck after it left the engine in order to apply the

Fleischmann, who had hold of the points, stated that he would have left the lever and caught the truck as it went past him, and put the brakes down, but the engine ran on to the points, and if he had let go the lever the engine would have been derailed. Consequently it was impossible for him to attend to the truck. Seeing the force with which the truck was moving into the siding, however, he beckoned to Davidson to hurry him along to catch hold of his points while he ran after the truck, and made a desperate effort to catch it, but without avail.

The Board dismissed the appeal by a majority decision. Mr. Brown dis-

a majority decision, Mr. Brawn dis-

We certainly think the shunter's case was the stronger of the two put before the Board. Mr. Thow, Chief Mechanthe Board. MI. I now, ther Mechanical Engineer, was on the Board. and we cannot help admiring the strong fight put up by him to save the engineman from blame. Under the Railway Act the head of the Department in which the purishment has been in which the punishment has been in-flicted is not allowed to sit on the Ap-peals Board, and we certainly think this principle might be carried a little

further to provide that the head of a Department whose own subordinates' conduct is in question should also be from such sitting of the It is not within our power to command success, but we can deserve it, and the appellant expressed himself as abundantly satisfied with the good fight put up in his behalf.

number of cases before the Appeals Board, has not been mentioned in our reports. We much regret the omissions, which were certainly not intentional. We, in common with all other tional. We, in common with all other members of the Association, appreciate very highly Jack Stephenson's many services, not the least of which are those rendered from time to time at the Appeals Board sittings. The cases It has been pointed out to us that the name of Mr. J. Stephenson, vice-president of the Amalgamated R. and T. Association, who has defended a T. Association, who has defended a T. Association out to us that the Appeals Board Stitings. The cases where the regretted omissions occurred where the regretted omissions occurred and Douglas', Donohue's and Davis' cases, reported in our last issue.

Consultation and Advice

All questions (unless marked "Confidential") will be answered in these columns. Any grievances brought to light will be sent to the Head of the Department affected. In this way many cases have been successfully dealt with. Should you desire to avail yourself of our assistance write qestion on separate sheet of paper, and address to J. H. Catts, M.H.R., Trades Hall, Sydney.

Cleaners' Crievances.—Is your reply of 10th ("Each case will have to be dealt with on its merits," etc.) in reference to junior hands being sent down over senior casual cleaners?—Thos. Godfrey secretary, Newcastle.

Answer.—Yes, our letter referred to have been made to the general secretary. The case must be dealt with the control of the secretary of the secret

this. Each case must be dealt with on its own merits. They must appeal, and, that failing, they should refer their case to the Association, and we will do all we can for them.

Fettlers' Increase. - I was appointed as fettler last July—10 months ago. At the end of 6 months the Divisional Engineer approved of my appointment. Am I entitled to the sixpence per day increase of wages, or must I put in twelve months?—E.W., Oatlin, Barel-

Answer.—We regret to say you must serve twelve months at 7/- before being entitled to 7/6, according to the regulations.

Newcastle Tramway Laborers.—I have been asked by the tramway men if you could send them a copy of the Loco. Laborers' Award to post up, as

the award has been extended to them.

T. Godfrey, secretary.

Answer.—It has been before pointed out that the Loco. Laborers' Award does not apply to tramway men. The Commissioners have certainly conceded to the tramway men the same rates of pay, but that concession is purely an act of grace, and is not compelled by any Award. The same answer applies to query re tramway washout men. They ought certainly to apply for the

Cleaners' Sight Test .- There are notices posted up here that casual cleaners must pass the safe working test ers must pass the sare working test before they are made permanent. Now what is the use of this if they are sent down for permanency and get put out because they cannot read the bottom line of the card?—T. Godfrey, secre-

Answer.—You ask for advice on this matter. How is it possible to advise? There is no way of evading the sight test. Further than that, we have no desire (and we are sure you have not either) to see the sight test evaded. Unless the bottom line of the card can be read at sight the cafe warking test. be read, at sight, the safe working test cannot be passed. This will also answer your other query re practicing with sight cards.

Holiday for Death of King.—A very funny notice was posted up here yesterday (May 9th) at 12.45 p.m.: That all employees who could be spared MUST cease work at NOON. Not one was let off at Hamilton, not even a was let off at Hamilton, not even a shop boy or apprentice, and the notice was torn down at 1.30 p.m. Many depots had either half or full days holiday. We want to know do we get a full or half holiday credited to us for having worked on that day. The office here will tell us nothing.—T. Godfrey, secretary. Newcastle,

Answer.—Unless the whole or portion of May 9th is gazetted as a statutory holiday for the service you will

tory holiday for the service you will not be credited with having worked on holiday Hard luck for those who had to work, but not worth fighting

Secretary, Newcastle Branch.—1. We have not been able to do anything further re H. Baber or steam crane drivers as vet. 2. The Council will dear with petition for Wages Board. 3. Dirt money is not included in the award. Where paid it is purely an act of grace.

E. Mittenborg, Merriywinbone.— Thanks for your letter of 11th instant. A letter to us will always bring a satisfactory reply. Re wrong addresses— We have had the instances you give attended to, and the correct addresses recorded for future copies. Re staff changes of fettlers and gangers. These appear every week in the "Cooperator." A complete list of all promotions and changes is published.

Per. Way Board Suggestions .-Please find enclosed letters from Messrs. Mulherin, Egan, Pomroy, and Dawson, re grievroy, and Dawson, re griev-ances. These were discussed at the branch meeting and it was decided to send them on to the Council for their consideration, to see if anything can be done to improve their conditions.—O. McDermott, secretary, Ar-

Answer.—The statement of these grievances from men in your district is only about four months late in arrival. The complete list of the claims for presentation before the Per. Way Board was submitted to the Chief Commissioner in January last. happens, however the great majority of the grievances mentioned have, fortunately, been included in the list of claims. So far as the balance are con-cerned it will be easily possible to have been included in the list of them fully brought out in evidence be fore the Board. If any of your men are prepared to volunteer to give evidence before the Board when it sits, please let us know at once.

B. Coyle, Danglemah.—Thanks for yours of 8th instant. Send your subscription to the "Co-operator" (5s. per year, 2s. 6d. half-year, 1s. 6d. quarter) direct to Manager. "Co-operator," 435 Kent-street, Sydney. Re railway li-

have been made to the general secre-tary to the effect that a number of em-ployees at the Bombo Quarry, not now

ployees at the Bombo Quarry, not now included in the Quarry Award, desire to have certain of their conditions laid down thereunder. They wish to know how they stand? T. C., Kiama.

Answer.—The jurisdiction of the Quarry Board was restricted to rock-drill men, powder monkeys, spawlers, poppers, labourers, crusher feeders, horse drivers, blacksmiths, and firemen. If those referred to are not included in the list set out, they are outside the jurisdiction of the Board, but an application could be made to the Industrial Court to remedy the limitation. The best thing to do is for a petition to be sent in to head office, tion. The best thing to do is for a petition to be sent in to head office, setting out the grievances in which remedy is desired, together with a list of the names, addresses, and occupation of the men affected, stating which of them are members of the Association. The executive will then go fully into the case.

Accident Case. - In regard to the case of Aitchison, injured in the Bombo Quarry, and claim for full pay, we would suggest, as the Quarry Board will soon be meeting that the case be referred to the Board for considera-

Catekeepers' Relief .- Can anything be done with regard to relief for gatekeepers living in Government houses? I consider it is nothing but sweating, and they are the only employees in service who don't get relief. These women have to go out in all weathers to open gates for the public, and then

when going on holidays have to pay for their own relief. J.B.D., Dumaresq. Answer.—We have tried on several occasions to help the gatekeepers. We had a clause in the claims before the Traffic Board recently, but could not get any witnesses. We are always ready to help them. The only thing we can suggest is that gatekeepers should join the Association, and get all their fellow gratekeepers to icin. their fellow gatekeepers to join. We will then have a chance to have concerted action taken.

Goods Porters' Hours.—I see by your paper the hours worked by goods

porters in the country are nine hours. I am sorry to say 10 hours per day are worked here.—R. A., Culcairn.

Answer.—If ten hours are being worked by goods porters it is in contravention of the award, and the matter should be attended to. Let us have a list of the names and an idea of a list of the names, and an idea of how long they have been working ten

WELL DONE, NEWCASTLE!

ing on well at Newcastle, and we are glad to reproduce the appreciation of ranch secretary in a recent let-Mr. Godfrey writes:—The "Coperator" is taking on well over here. am trying to get someone to take on he agency at the tram terminus, at Port Waratah and the H.S.P. Have secured an agent (A. Ellis) at Hamilton. Several new members have spoken in high praise of the "Co-operator," and are taking a great interest in it. Even some of our members who never took an interest in the "Review" (young members) have started to read it now. and are taking doubles from the tips in the sporting column. The ladies also have taken a great fancy to the nice style of dress and hat in this week's paper."

EXCHANGES WANTED.

FETTLER seeks exchange on either

Forbes or Condobolin line. W.
Toohey, 404 West Girilambone.
FETTLER, 3 miles from Lithgow,
wishes Ex. Fettler, near Sydney or
Tram. Per. Way. Apply W. F. Miller,
Fettler, Bowenfels.
FETTLER seeks exchange, Metrop
Div. preferred. T. Dinnen, Fettler,
Nubba Siding, Southern Line.
TRAM CONDUCTOR Circumstances

Nubba Siding, Southern Line.
TRAM CONDUCTOR, City, wants
exchange with Railway Porter in the
country. J. H. White, Sebastapol-st.,
Marrickville.



onsulting Opticians 6 HUNTER STREET, SYDNEY

Special.—To advertise our name and skill the Readers of this paper, for One Month only from this date Spectacles and Sight-testing 5/-, no other charge. Best quality Frame and Lenses. One of the Principals attends the state of the Principals attends the state of the Principals. all Clients personally. You must mention thi paper to get advantage of this reduced price Sufferers from eye troubles should take thi opportunity of getting the best quality glasse to suit their eyes, at this low price.

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ANTHONY HORDERNS'

ECONOMY IN MEN'S OVERCOATS.

Our Ready, to-Wear (hesterfield Overcoats, made nour own werkrooms, may be had either Short or Long, with Yelvet or Plain Collar, lines Italian loth, Fly Fronts, Silk-stitched Edges, and Padded Shoulders. with Raised Shoulder Points.

iriped Tweed.—Newest shades of Brown and Green, vent in back, vertical pockets, stitch back cuffs, sizes 4 to 7. Price, 32/6.

Scotch Tweeds.—Very cosy and durable, in neat checks, vent in back, vertical pockets, stitch back cuffs; sizes 4 to 7. Price, 42/-.

Boavers.—Superior qualities, Black and Seal Browns, vent in sides, vertical pockets, stitch back cuffs; sizes 4 to 7. Price, 42/-.

Millerain.—Rainproof Tweeds, new fawn and grey stripes, vent in side, vertical pockets, stitch back cuffs; sizes 3 to 7. Price, 42/-.

Melton Gloth.—A good hard wearer, very smart in appearance, in pretty shades, of Navy and Grey, vent in back, vertical pockets, stitch back cuffs; sizes 3 to 7. Price, 25/-.

Cheviot Tweeds and worstens, pretty light checks, very smart, vertical pockets, stitch back cuffs; sizes 5½ to 9½. Price, 46/-; Sizes 4 to 7, Price, 45/-.

Cheviot Tweed.—Newest Colorings and Designs, Light and Dark Grey effects, patch pockets, circular skirt, stitch back cuffs; sizes 3 to 7. Price, 25/-. Sizes 4½ to 9½, price, 25/-.

Price 25/-,

Melton Cloth.—Fine quality, vent in sides, vertical pockets, stitch back cuffs, Navy and Fawn; sizes 4 to 7, 5½ to 7½. Price, 27/6.

Melton Cloths.—Specially selected qualities, natty shades of Green, Navy, and Brown, vent in sides, vertical pockets, stitch back cuffs; sizes 4 to 7, 5½ to 7½. Price, 30/-.

Fancy Tweeds.—Dark Colorings, dressy effects, vent in back, vertical pockets, stitch back cuffs; sizes 4 to 7. Price, 30/-.

Anthony Hordern & Sons, Only Universal Providers. BRICKFIELD HILL, SYDNEY. New Palace Emporium,

The "Co-operator" has made special arrangements by which it is able to print an authoritative statement of the staff changes and promotions. This should prove a boon to the whole service. Tramway lists can only appear fortnightly.

Staff Changes and Promotions.

RAILWAYS—APPOINTMENTS.

Locomotive Branch.—Call Boy: Ashlev Bagnell, Port Waratah. Tool Collector: Eric Prigg, Singleton. Fuelman: Frank H. Lawrence, Werris Creek. Cleaners: Robert Davidson, Murrurundi; Francis Slattery, Werris Creek.

Permanent Way Branch.—Fettlers William Foreman, Moree-Inverell; Frank E. Bradley, Moree-Inverell; Thomas J. Connelly, Narrabri West-Burren Junction; Alfred H. Stewart, Burren Junction-Collarenebri East.

Traffic Branch.-Gatekeepers: ingstone F. McNair, Tuggerah; Walter H. Bird, Singleton; Albert B. Jacobson, Newcastle Relief; Catherine Hogbin, Moonbi.

PROMOTIONS.

Locomotive Branch.—Cleaners to Firemen: Alick Douglas, Claude Jenkins, Port Waratah; Ernest Scully, Hamilton; -Archie Payne, Hamilton; James W. Smith, Port Waratah; Thomas Price, Singleton; James Edwards, William Camps, James Campbell, William May, George Hardaker, Peter Finnie, George M. Ross, James Sneddon, John Bottrill, William Deas, Albert Blackwell, Percy Swan, Percy King, Port Waratah; William H. Myers, Hamilton; William Kavanagh, Werris Creek; John O'Neil, Murrurundi Shop Boy to Call Boy: Roy Sherry, Port Waratah. Firemen to Drivers: Peter Brooks, Isaac Coleman, John McKinnon, Joseph Cheeseman, Thomas Douglas, Thomas Richardson, Arthur Ashton, Port Waratah; George Dalzell, Singleton; Percy Danswan, Murrurundi; James McGee, Narrabri Locomotive Branch.—Cleaners Dalzell, Singleton; Percy Danswan, Murrurundi; James McGee, Narrabri

Permanent Way Branch.—Fettlers to Gangers: Angus E. McDonald, Moree

Traffic Branch.—Coal Guards Goods Guards: George Quinn, Bullock Island to Sydney. Shunters to Goods Guards: Stanley C. Hewlett, Bullock Island to Werris Creek. Pointsmen to Shunters: Rolf A. Putney, Hamilton to Newcastle Relief. Porters to Shunt-ers: James Beaton, Honeysuckle Point to Newcastle Goods; Spencer F. Lane, Bullock Island; John B. Cave, Armi-dale to Murrurundi; John P. Maher, Narrabri West. Junior Porters to Porters: Arthur A. Brakenbury, Gun-nedel Catalagase and Catalagase Connedah. Gatekeepers to Junior Porters: Francis J. Doherty, Newcastle Relief to Newcastle. Telephone Boys to Junior Porters: Goldie Warren, Bullock Island. Probationers to Junior Porters: William H. Perkins, Mullumbimby RESIGNED OR LEFT THE SERVICE.

Locomotive Branch.-Fitters' Labor-: Herbert Challis, Lismore.

Permanent Way Branch.—Fettler: John Rochester, Bellata-Moree.

Traffic Branch.—Porters: Ernest J. Adams, Hamilton; William P. Wilson, Boggabri; Herbert S. Gibson, Armidale. Junior Porters: Frederick L. Thompson, Gravesend. DECEASED.

Permanent Way Branch.-Ganger: Stephen Coyne, Currabubula-Glen Innes. Fettler: Frederick Belcher, Gosford-Broadmeadow.

TRAMWAY-APPOINTMENTS.

Traffic Branch.—Conductors: Alexander N. Chipman, Sydney, Junior Motor Cleaners: William Peters, Broken Hill; Robert Crawford, Broken Junior Car Cleaners: John J. Rvan, Svdnev.

Electrical Branch.—Cleaners: John Smith, Fort Macquarie; William Mason, William Prince, Ultimo; Alfred Collier, Rozelle; Thomas Sullivan, Newtown: Michael Hyde, Dowling Street; George Merrick, Fort Macquarie. Boy Laborer: Frederick Bennett Bandwick, Turney's Arrested nett, Randwick. Turner's Apprentice: James McCarron, Randwick.

Maintenance Branch. — Fettler: Thomas Burton. Newcastle.

PROMOTIONS.

Traffic Branch.—Junior Car Cleaner Conductor: John L. M. Black, Broken Hill.

Electrical Branch.—General Laborer to Pitmen's Assistant: William Sampson, Fort Macquarie; Arthur Williams, Fort Macquarie; Arthur Williams, Fort Macquarie to Newtown. Cleaner to Laborer: John Fleming, Alfred Carlaw, Fort Macquarie; Frederick Osgood, Ultimo; James Breen, Rozelle; Robert Smith, Newtown. Laborer to Boiler Cleaner: Frederick Hodgkiss, Ultimo Power House.

Maintenance Branch.—Fettler to Ganger: William Blake, Manly.

PESICNED OF LEET THE

RESIGNED OR LEFT THE SERVICE.

Traffic Branch.—Electric Driver:
Francis J. Hyland. Conductors: Cecil
C. Wright, Gregory E. A. Haddrick,
Lacey Percival, John E. Bentley, Fred
Gregory, Edward P. Johnson, Percy
Cox, Daniel J. Vaughan, Percy A.
McGee. David H. Lynch, Sydney.

Electrical Branch Tramways .- Substation Attendant: Charles Hogg, Central Sub-station. Leading Fitter: Herbert Holt, Dowling Street. Cleaners: Harold Pascoe, Dowling Street; William Hayes, Rushcutter's Bay. Shop-boys: Richard Rowley, William Shop-boys: Richard Rowley, Willi Fellow, Arthur Corkill, Randwick.

Hospital Fund.

President: Mr. W. H. Swain (C. and W. Dept., Eveleigh). Hon. Sec.: Mr. A. E. Joughin (C/o S.M., Macdonaldtown.) Membership: 11,000 Employees.

Objects: To provide free Hospital Service to members. A membership card entitles the holder to free admission to any of the following hospitals, the account being paid by the Committee:—

Officers, Collectors and Members are requested to forward names and particulars of members in hospitals as soon as cases are brought under their notice.

LOST, STOLEN, OR STRAYED.

(To the Editor.)

Sir,—As a subscriber to the hospital fund, and seeing the splendid double column heading setting out the officers and objects of the fund and the full list of hospitals connected there-with together with the public manner in which you have invited news items for the information of such as myself I was very disappointed to find such a skimpy report in your issue of May 5th, and no news whatever in the last issue. I always thought the fund did a great work, and the committee did a great work, and the committee of management had plenty of business to attend to. If the information we subscribers get is the full extent of the fund's efforts, then we could accomplish as much with less contributions, less officers, and less fuss. I am inclined to believe, however, that there is a lack of realisation of the ne-

clessity of supplying members with fund doings, which their contribution alone make possible. A few of us are thinking of getting out a bellman in the service to cry out:—"Lost, stolen, or strayed, one hospital and consumptive fund, lock, stock, and barrel."

I am, your obedient servant, SUBSCRIBER.

Burwood 15th May, 1910.

(We are just as anxious as "subscriber" and his fellow members to have reports of the business of the fund. As will be seen under the hospital fund heading, we are quite willing to publish news from all quarters relating to the fund.—Ed. "Co-operator.")