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IS THE LAW OF PROGRESS

VOL. VI., No. 5.

THURSDAY, MAY 26, 1910.

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TRAM CONDUCTOR, City, wants exchange with Railway Porter in the country, J. H. White, Sebastapol-st.,

An error crept into the article in last issue on sectionalism. It was stated that the sum of £18,000 per annum was lost in wages and privileges, owing to the Traffic Association's interpleading at the time of the concessions granted by the Commissioners. This should have read £18,000 during the term of the award—3 years.

Subscribers are cordially invited to recognise the "Railway and Tramway Co-operator" as their friend in Sydney. Let us know what your case is and when it comes off. If you are without assistance we will do our level best to help you. Write to the "Railway and Tramway Co-operator," Trades Hall, Sydney.

Railway and Tramway Appeals.

MONDAY, MAY 16, 1910. THE BOARD.

MR. C. HODGSON (Supt. of Lines, Traffic), Chairman. MR. W. SHELLSHEAR.
(Acting Engineer-in-Chief for Existing Lines),
Commissioners' Representative. MR. CUTHBERT BROWN
(President Amalgamated Railway and Tramway Assn.), Employees' Representative.

Harry Cohen, tram conductor, Newtown, was charged with—1. Failing to change a 3d, ticket which had been issued through a misunderstanding; 2. Neglect of page 40 working orders (passenger disputing coin being changed, 2/6 as against 2/); 3. Andrews and the substance of the substance other charge same as No. 2. Punishment—Fined 2/6.

Cohen defended himself. He admitted the third charge, but denied the first and second. The Board, however, decided to dismiss the appeal.

J. R. Grottey, tram conductor, Ultimo depot, was charged with a generally unsatisfactory record, particularly with regard to his failure to take up duty as directed by the roster.

Punishment—Dismissed from the

service.

This case was ordered to stand over till the next sitting of the Board.

T. Donnelly, driver, and fireman E. Rossitter, loco department, Eveleigh, were charged with want of care and failure to keep a proper lookout, resulting in collision and damage, 14/3/10.

Punishment-Fined one half-day's pay.

Mr. J. Stephenson appeared on behalf of both Donnelly and Rossitter.

The Board decided to remit the fine and cautioned appellant.

S. Hassell, storeman, Ultimo stores, was charged with a generally unsatis-factory performance of his duties.

Punishment—Transferred to Eve-leigh stores at 1/- per day reduction in

The General Secretary of the Amalgamated R. and T. Association, Mr. H. Catts, M.H.R., appeared for the there was a rather serious reckoning of lalleged incompetence. When the case was called, Mr. Catts complained of the vagueness of the charge and contended that in all such cases appellants should know definitely what charges they had to face.

charges they had to face.

The representative of the stores department, in outlining the case, stated that Hassell received his appointment in August, 1908. For four months his discharge of his duties was satisfactory, but after that the trouble began. On February 19th, 1909, complaints were made about his delay in placing the material in order and for leaving the store window open at night. On May 4, 1909, there were found discrepancies in his stock, and evidences of careless booking. He was then warned that he must give better satisfaction during the next two months or he would be replaced. On June 9, 1909, a breakage of a globe was placed to his account. He was warned to exercise reater vigilance, and told that it was absolutely necessary he should make better arrangements. On July 29, 1909. a marble slab was broken owing to appellant's carelessness, and he was warned that the stores regulations must be complied with. On October 18, 1909, Mr. Hart, the officer in charge, reported further carelessness in the carelessness and he was warned that the stores regulations in the carelessness and he was warned that the stores regulations in the carelessness and he was warned that the stores regulations in the carelessness and he was warned that the stores regulations in the carelessness and he was warned that the stores regulations in the carelessness are carelessness. in the Issue of scrap copper. Appellant had charged 1cwt. more than the buyer received. He was then given a final chance to retrieve himself, six months' konsideration being offered him to square matters up. On April 11, 1910, came to the decision that Hastell was the feathers in the last of the second control of the second cont sell was not fit for the position of leading storeman, and decided to remove him to Eveleigh as assistant store-

man.
Albert Hart, Officer in Charge, Ultimo stores, then gave evidence. He complained of Hassell's general inability to do his work in a satisfactory manner. He stated that on November 5, 1909, pulleys were issued wrongfully. On April 1, 1910, failure to issue 3 items was discovered, 68 days, 63 days, and 54 days after the errors respectively. On February 8, 1910, there was an oversharge of 145 1910, there was an overcharge of 145

lbs. of copper issued; on March 15. 1910 ten lbs. of fibrous sheets were overcharged; on April 2, 1910, there was an undercharge of 300 arc lamp carbons; on April 12, twelve berds were issued and not charged; on March 19 appellant gave an unsatis-March 19, appellant gave an unsatisfactory explanation, 5 days late, of an issue of hose for Clyde; on March 7, there was a serious error in ordering stock, 7,340 lbs. of trolly wire were wanted, and he ordered 26,328 lbs.; on February 1, he duplicated an order for rubber tape, which, if passed through the office, would have perished before required; on February 28, he failed to carry out instructions one day after notification.

FEKLY NEWSPAPER FOR

notification.

Cross-examined by Mr. Catts, witness stated that appellant had the assistance of a store boy, and a laborer for 2\frac{3}{4} hours per day. Asked to give a comparison of the work he stated that in March, 1909, 2,047 orders were issued, averaging 85 per day; in July, 1909, 1,453 were issued, averaging 55 per day, and in March, 1910, 1,776 were issued, averaging 72 per day.

Before putting Hassell into the witness box, Mr. Catts pointed out that the case stated by the Departmental witness Hart was different to that outlined by the representative of the Department in placing the case before the Board. He would, therefore, only deal with the case as disclosed by Hart's evidence.

Hart's evidence.

The chairman contested this determination, and contended that the facts put before the Board by the Departmental representative in outlining the case were properly before the Board.

Mr. Catts then proceeded to show

Mr. Catts then proceeded to show that if such a principle were laid down no appellant could receive justice, and the time-honored practice of every court in the world would be outraged.

The Board, after argument, accepted Mr. Catts' view, and admitted that it could only consider the case as brough out in pridents.

brought out in evidence.

Patrick 'Walsh, storeman, now in Hassell's old place, gave evidence. He stated that he could perform the duties with the present existence with the present evidence. with the present assistants without any trouble.

Appellant Hassell was put in the witness box. He stated that he had no recollection of issuing any pulleys wrongfully in November, 1909. He wrongfully in November, 1909. He admitted the three failures to issue stock discovered in April, 1910. With regard to the overcharge of copper on February 8, he said no inconvenience was caused the Department, and he had himself pointed out the overcharge. The charges of April 2nd and 12th, and March 19th, were not brought under his notice before, but he admitted the charges dated February 1st and 28th and March 7th, and said the errors were caused by an exsaid the errors were caused by an excessive rush of work.

The Board, after considerable deliberation, refused to interfere with the punishment inflicted and dismissed the appeal.

TRAM CONDUCTOR RE-INSTATED.

In our last issue we reported the appeal of Edward Patrick Johnson, tram conductor, Newtown, whose case was dealt with by the Appeal Board. The charge was—(1) Being absent from duty, and disregard of regulation No. 4, 26/4/10; (2) absent from duty from April 28 to May 1 without leave; (3) general unsatisfactory history. Designing Dismissed cision—Dismissed.

Johnson belonged to both Amalgamated and Tramway Unions, but chose to have his case pleaded by Mr. J. H. Catts, M.H.R., the Amalgamated General Secretary. The appeal was dismissed at the Appeal Board.

Mr. Catts then took the case on to the Commissioners, asking for a further chance to be given to Johnson.

ther chance to be given to Johnson. The matter came before Mr. John Harper (Deputy Chief Commissioner) and Mr. H. Richardson (Assistant Commissioner) last Wednesday. The result was success. Johnson has been reinstated. In announcing the Commissioners' decision Mr. Harper spoke kindly but firmly to Johnson, and asked Mr. Catts to have a good talk with the appellant regarding his future conduct in the department.

Mr. Catts approach his thanks to the

Mr. Catts expressed his thanks to the Commissioners and to Mr. Kneeshaw for going out of their way to give the appellant another chance. Johnson

himself also expressed his gratitude. and promised to honor the opportunity presented of re-establishing himself in

RAILWAY PIMPING.

CREAT DISSATISFACTION.

It has been stated that there is no pimping in the railway service. What is this, we ask:-

Central Railway Station, 17th May, 1910.

To Mr. Ticket-Inspector Smith.
Sir,—I beg to report I was on the 5.15 p.m. train up to Sydney from Redfern when I saw a number of people riding on the platform at the rear of a first-class carriage. On looking through the carriage I saw ticket-collector No. 363 on the carriage platform walking up and down with his hands in his trouser pockets. I went through the carriage and asked him if he was collecting tickets on this train. He reriage and asked him if he was collecting tickets on this train. He replied Yes. I then drew his attention to the people riding on the platform at the rear of the carriage, at the same time instructing him to collect the excess fares, which he did. The majority of people had second-class tickets. Ticket-collector 363 was wilfully neglecting his duty.

DAVID McLEAN,

Special Officer.

Special Officer.

The officer complained of submitted the following reply:—

Sir,-In reference to the attached I think that special-officer David McLean has slightly exaggerated the circumstances of this case. Seeing that he was at one end of the car ing that he was at one end of the car I thought it useless my being there also, and went to the top end, leaving him to deal with anybody that might come under his notice on the first-class car platform, and I to deal with anybody who attempted to walk through the first-class car. As for the statement made by McLean as to my wilful neglect of duty, I would ask that these remarks be recalled.

Yours obediently,

J. GILLIGAN.

Ticket Inspector, Sydney.

We have no hesitation in describing special-officer McLean's report as pal-try and irritating. The Department would be well advised to modify this obnoxious pimp system. It can only be carried on with great care and with-in carefully defined limits. The Britisher the world over is apt to be in-tensely disturbed and annoyed at the suggestion of pimping and spying.

REST HOUSES.

During the occupancy of the position of Appeal Board representative by Mr. T. D. Richards, the Commissioners sent him out to inspect the rest houses at the various depots. It was thought that as these rest houses were for the convenience and comfort of the employees, they might be inclined to speak their minds to Mr. Richards regarding conveniences and improvements more readily than to a departmental officer. The arrangement worked satisfactorily but the Anti-Richardites seized the innovation to untruthfully assert that Mr. Richards was accepting official favors offered as a kind of inducement to him to modify the strength and effectiveness of his work on the Appeal Board. The great bulk of the service, however, appreciated the spirit in which Mr. Olliver made the arrangement.

During Mr. Alanson's term of office on the Appeal Board, the department

have utilised the services of traffic in-spectors in connection with rest house inspection. In regard to the important centres, however, Mr. D. C. Williamson (who has charge of the appeals section of the Commissioners' clerical department, and under whose jurisdiction the rest houses have been placed) has personally made the inspection.

The question of the Appeal Board representative being again invited to undertake a tour of inspection of the whole of the rest houses has been revived. Mr. Williamson's officers are greatly overtaxed with work, and no doubt such an arrangement would re-lieve the pressure. The Department are not over anxious in the matter, however, owing to the wilful misre-presentation of its intentions on the former occasion referred to. To be in-fluenced in this direction the Commissioners would place far too much im-portance upon the prejudices and jealousies of a very limited number of

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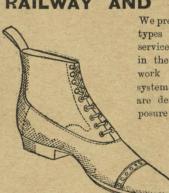
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The following is a complete list of Branch Leagues, with secretaries' names and addresses, which we are publishing at the request of Mr. J. Grant, Gen. Sec. P.L.L. Should

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	Condobolin	.W. Edwards Lachlan-st., Condobolin
	Melrose	.P. W. Fineran Melrose, via Condobolin
	West Wyalong	.W. J. Perry West Wyalong
	Yellow Mountain	. Henry Altken Bank-rd., Wyalong
LIVERPOOL PLAINS	. Coolah	E. Winham Binneguy, near Pallamallawa Thos Kiely Warialda D. A. O'Sullivan Clarence L. Kearney Hartley W. Davies School of Arts, Katoomba R. Bellis Saywells Cottages, Lithgow J. Cliff Medlow G. Cohen Newnes Carl Johnston Portland J. Lord Torbane R. Rossi Lidsdale P.O., via Wallerawang C. Wells Kempsey J. Williams Riley-st., Penrith W. J. Tant Richmond T. Johnson Pearson-st., Lambton R. Wells Merewether P. Cronin Barmedman J. T. Blacker Lachlan-st., Condobolin G. B. Rind Tottenham Merewether D. W. Fineran Melrose, via Condobolin G. B. Rind Tottenham J. Tottenham J. Tottenham J. Tottenham J. W. J. Perry West Wyalong Henry Aitken Bank-rd., Wyalong C. Whiley Yellow Mountain, via Condobolin F. J. Scott Coolah M. W. Nelson Connabarabran J. H. Kittlewell Curlewis G. E. Russell Gunnedah H. Dougharty Leadville J. J. McLachlan Quirindi
	Curlewis	J. H. Kittlewell Coonabarabran
	Gunnedah	G. E. Russell
	Quirindi	H. Dougharty Leadville J. J. McLachlan Quirindi Davie Whale Cobborah, via Gulgong
	Tuckland	.F. Milson
MACQUARIE	. Dubbo	J. Mannix Dubbo
MAITLAND	East Greta	A. Lavender East Greta
MONARO	West Maitland	R. F. Stapleton High-st., West Maitland
MONARO	Cooma	A. J. Leslie Cooma
	Januaryne	I. Feeney Moonbah, via Jindabyne
MUDGEE	.Gulgong	A. O'Brien Gulgong
	Hill End	.W. T. Carver Hill End
	Pyramuel	.G. Price Pyramuel
	Rylstone	.L. Kearney Rylstone
	Stuart Town	J. E. Webber Stuart Town
	Long Creek	.M. Gleeson
MURRAY	Balranald	.J. J. Campbell Balranald
MURRUMBIDGEE	Ariah Park	Davie Whale Cobborah, via Gulgong F. Milson J. Mannix Dubbo H. Clayton Wellington A. Lavender East Greta R. F. Stapleton High-st., West Maitland H. C. Clarke Berrydale A. J. Leslie Cooma T. Hale Moonbah, via Jindabyne J. Feeney Jerangle A. O'Brien Gulgong A. Kemshall Hargraves W. T. Carver Hill End J. A. Muller "Mullerville," via Mudgee G. Price Pyramuel L. Kearney Rylstone G. Price Pyramuel J. E. Webber Stuart Town M. Gleeson Near Mudgee J. E. Wood Long Creek, via Windeyer J. J. Campbell Balranaid W. R. Giddens President, Booligal Fred. Thompson Ariah Park V. G. Veness Coolamon Mark Ewen Currawarna R. L. Kelton Ganmain
	Currawarna	.V. G. Veness
	Ganmain	R. L. Kelton Ganmain
	,, (Wm's.)	Mrs. P. Harris Grong Grong
	Hillston	W. McFarlane Hillston
	Narrandera	.W. R. Gordon Narrandera
	Wagga Wagga (Wm's)	J. F. Fleming Brickyards, Wagga Wagga Mrs. M. Finn. Fitzmaurice-st., Wagga Wagga
NAMOI	. Boggabri Collarenebri	E. Vine Boggabri
i	Lightning Ridge	B. Brown Lightning Ridge
y de la company	Walgett	Jas. Hinds Narrabri
NEWCACTT E	Wee Waa	Henry Taylor Wee Waa
NEWCASTLE NORTHUMBERLAND	Aberdare	Mrs. T. Rennex Aberdare
1	Abermain	
	Heddon Greta	.P. Piggott Heddon Greta
	Kurri Kurri	W. R. Gregory
	Neath	W. W. Smiles Neath
e	Neath	· (Wn's) A. Bower Neath
1	Weston	S. Parker Teralba
y .	West Wallsend	A. J. Johnson West Wallsend
DRANGE	Manildra	M. J. Kelly Manildra
y n	Mullion Creek	J. E. Connor Molong
DUEANBEYAN	Orange	J. J. Mooney Orange
QUEANBEYAN	Bungonia	
n Y	Ginnenderra-Hall	J. J. Donoghue Captain's Flat
	Queanbeyan	T. C. O'Brien Queanbeyan
y s	Windellama	. J. E. Sweeney Windellama
RICHMOND	Lismore	W. J. Lawson Ballina
CHERRECOVE	Murwillumbah	W. Easton Murwillumbah
y SHERBROOKE	Guildford	J. C. Munro Guildford
a SINGLETON	Riverstone	A. Moss Riverstone
a TAMWORTH	Wollombi	J. Post Wollombi
e TAMWORTH e TENTERFIELD-CASINO .	Casino	W. B. Riley
a	Kyogle	A. Smith
upper hunter	Bunnan	.W. J. Bell Bunnan
k s	Muswellbrook	I. Bailey MerriwaJ. Hadaway Muswellbrook
il	Sandy Creek	David Whale, jun Via Cobbora
e	Turill	Fred. Thompson Ariah Park V. G. Veness Coolamon Mark Ewen Currawarna R. L. Kelton Ganmain G. Seaton Grong Grong Mrs. P. Harris Grong Grong M. McParlane Hillston A. McAnulty Matong W. R. Gordon Narrandera J. F. Fleming Brickyards, Wagga Wagga Mrs. M. Finn, Fitzmaurice-st., Wagga Wagga Mrs. M. Finn, Fitzmaurice-st. Wagga Wagga G. West Collarenebri B. Brown Lightning Ridge Jas. Hinds Narrabri J. Donnelly Walgett Henry Taylor Wee Waa W. D. Kirkaldy 27 Union-st., Newcastle Mrs. T. Rennex Aberdare Parkinson P.O., Abermain T. Jack Cessnock P. Piggott Heddon Greta W. R. Gregory Killingworth A. J. Whitelaw Kurri Kurri W. W. Smiles Neath A. J. Whitelaw Kurri Kurri W. W. Smiles Neath G. Dunn Weston A. J. Johnson West Wallsend G. Dunn Weston A. J. Johnson West Wallsend G. J. E. Connor Molong H. Fieldus Mullion Creek J. J. Mooney Orange G. M. Smith Bungendore Clem Hogan Bungonia J. J. Donoghue Captain's Flat Anthony Rolle Ginnenderra T. C. O'Brien Queanbeyan G. H. Singer Tarago J. E. Sweeney Windelama R. White Lismore W. J. Lawson Ballina R. White Lismore W. J. Lawson Ballina R. White Lismore W. J. Lawson Ballina R. White Lismore W. J. Lawson G. Guildford A. Moss Riverstone A. Heuston Singleton J. Doolan Upper-st., Tamworth W. B. Sweetland Supporter W. J. Bell Bunnan T. Bailey Merriwa J. Hadaway Mulswellbrook David Whale, jun. Via Cobbora J. Duggan Turill
	Woller	Thos I and

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WYNYARD ..

For a few weeks free specimen copies of the "Co-operator" are being posted to the secretary of every Labor League in the State, according to the directory of leagues printed on this page. We wish secretaries to understand that this is done to give them a chance to realise what kind of folk we are. We believe it will pay every secretary to canvass the members of his league in the interests of the "Co-Pass your copy on, after careful reading, and help us all you can. We are fighting YOUR cause, unaided and unsubsidised.

THE NEW ENGLAND VICTORY.

The Armidale Labor League celebrated the Labor victory on Monday evening, the 16th inst., by holding a grand social in the Town Hall. Mr. F. J. Foster, M.H.R., and Mr. F. Bryant, the selected Labor candidate to contest the State seat at the forthcoming elections, were present. There was a large attendance and a very pleasant evening was spent.

WAVERLEY LEACUE.

Mollar
Ash Island, Hexham
Boolaroo
Minmi
"Cambria," Wallsend
Alfred-st., Waratah
Maitland-rd., Islington
Mittagong
Yerranderie
Clifton
Corrimal
Corrimal
Coledale
Valkerst. Helwaywah

Burrowa
Bowning
Junction Point
Kangiara, via Bowning
Murrumbateman
Yass

Thos. Lane ...
W. H. Milham
H. S. Parker
W. Laird ...
G. Watkins ...

Newtown

McCann
Brown
David
Spicer
J. Cooke
Robinson
C. Cowling
G. Waterford
Lindsay
J. Boston
Maher
Sullivan
Bailey
S. J. Bailey
Candish
A. O'Hara
A. Wall
Seymour
McClancy
G. L. Davis
J. Webster

The weekly meeting (writes the press secretary, Mr. G. H. Bamford) of the Waverley Political Labor League was held on Monday night at the Gilberton School Hall, and well attended.

The League has been successful in

securing the services of the Rev. F. B. Cowling to deliver a public lecture "The Social Condition of Britain. No hall has yet been decided on for the lecture, but it is probable a decision will be come to during the week.

A very successful public meeting un-der the auspices of the Waverley Politi-cal Labor League was held at Bondi Junction on Saturday night, Mr. F. Dale, vice-president of the League, oc-

Messrs. Duncan, Whittington, Green, Hogan and O'Brien were the speakers, and all impressed the large audience by the clear expositions of the party's aims and aspirations. Strong condemption was metal out to the Wide Ad nation was meted out to the Wade Administration by the various speakers, who denounced the Government for its attitude during the recent coal dispute. Ridicule was hurled at the Government

for its promises of increases in payment to school teachers and the police

Mr. W. Thompson, in moving a vote of thanks to the chairman, delivered a rousing speech on the fundamental principles underlying the labor move. ment, and urged upon labor followers the necessity to do their utmost in sup-port of the selected candidate.

ENTHUSIASM AT CILCAL

The President of the Gilgai Labor League, Mr. Joseph Wood, writes:—
"Our meeting was arranged for tonight, Wednesday, 18th, but the heavy rain prevented the members attendino. I received the two copies of the ino. I received the two copies of the 'Co-operator' you sent me. I am delighted with the paper, and I can assure you that I approve of your suggestion and will do my very best to further its interest. I will try my best to enroll the members of this League on your list."—It is good to notice such enthusiasm as the above evidences. If there were one member in every League prepared to push the "Co-operator." we are quite sure they would never regret it. We believe we can be of special service to the Labor movement, and we offer such terms as will pay any energetic Leaguer to act will pay any energetic Leaguer to act as our agent.

NEW LEAGUE AT WOLUMLA.

A new branch of the Political Labor League was formed at Wolumla on Saturday, 14th instant, with a good start so far as membership goes, and start so far as membership goes, and plenty of prospects for plenty more. The officers elected were: President, Mr. D. J. McDonald; Vice-presidents, Messrs. J. Gorman and A. Waddell; Secretary, Mr. J. J. Grealey; Treasurer, Mr. H. H. Grealey. The "Co-operator" has been very well received and a goodly number of the League members are expected to become submembers are expected to become subscribers early.

FROM PARKES.

Alderman Keast (president of the Parkes Labor League) writes:—I must compliment you on the get up of the "Co-operator," it will do a lot of good

for the Labor cause.

The way to show appreciation is to secure subscribers for the paper. A trial quarter post free weekly 1/6; per

MARRICKVILLE.

Just as we go to press with this issue, word comes from the secretary of the Marrickville P.L.L. that the members of his League are enthusiastic in their admiration of the "Co-operator." Two new subscribers, so far—prospects good.

THE BATHURST SELECTION.

We understand Mr. A. C. Warton is seeking the Labor selection for the State seat of Bathurst. We have been asked if it is true that this gentleman edits the "Record," and if the "Record" did its best to injure the candidature of our general secretary at the dature of our general secretary at the Federal elections.

It is perfectly true that Mr. Warton conducts the "Record." By no stretch of imagination could it be said to be of imagination could it be said to be edited. As we pointed out previously, this paper, issued on behalf of the sectional unions of the service, did not contain a single word in favor of the Labor Party during the great Federal fight. Its pages for the February, March, and April issues could be searched with a miscroscope, but not a single line of support could be found for the Federal party, and this paper is conducted by the gentleman who now poses as an advanced Labor fighter. On the other hand, articles (about the only edited matter in the paper) did appear during the February, March, and April issues of the "Record," attacking Mr. Catts whilst he was in the throes of a great fight with the hosts of reaction. All this because of a difference of opinion on the internal business of fact, these articles were business of union organisation. As a matter of fact, these articles were quoted night after night by the minions of the Fusion, and the few secons of the Fusion, and the few sectarian-mongers amongst the tramway employees trotted round nightly to the Fusion meetings to cheer this anti-Labor screed. The object of these articles was to punish the Amalgamated general secretary for his loyalty to Amalgamental secretary and Amalgaments. Amalgamated principles and Amalgamated members. Let our members understand the position clearly.

During the Federal election Warton thought more of personal vindictive-ness than he did of the Labor move-

We wish it distinctly understood that the tramway employees did not endorse the "Record" scribble—except the anti-laborites. Numbers have left the Tramway Union in disgust, whilst the genuine tramway unionist throughout the metropolitan area has made it plain that anti-Labor tactics find no favor with him, by whomsoever en-

There are a number of large tramway centres around the metropolitan area, such as North Sydney, Waveriev Randwick, Rushcutters' Bay, etc. The Randwick, Rushcutters' Bay, etc. The State seats which take in these large tramway depots are held by Wadeites. Why has Mr. Warton run away to distant Bathurst to seek a Labor selection, when such large tramway centres might be supposed to stand by him for the great work he boasts of having done? He could fight a city or suburban seat for less money, and without losing time from his work. The answer is not far to seek. It is very doubtful if he would be accepted as a Labor candidate by tramway laborites, and his sectarian anti-Labor followers and his sectarian anti-Labor followers in the tramway service would be para-lysed if asked to face the alternative and vote against Coercionist Wade.

LABOUR AND LIQUOR.

The "Telegraph" of Thursday last,

19th instant, professes to be in a quandary as to the explanation given by Mr. Thos. Brown, Labor M.P. for Calare (Forbes, Parkes, etc.), of the gulf of estrangement which appears to be permanently fixed between the N.S. Wales Alliance (Bruntnell's temperature). perance monstrosity) and the Labor-party. Mr. Brown is charitable enough to regret the estrangement, and is evidently still hopeful that the medicine of a soft answer will turn away the wrath of the very righteous ly indignant selectors who compose the election committee of the Alliance. But there are many others of Mr. Brown's party who have no time for the Alliance at all. And there is nothing in the reason of this hostile attitude to throw the "Telegraph" or any tude to throw the "Telegraph" or anybody else into a quandary of wonderment. The hostility has been occasioned—compelled as a matter of fact—by the glaring inconsistency of the Alliance itself. A temperance movement ostensibly, it is in reality but a sprig from the octopus-like tree or Torydom, which has claimed it, body and soul, for the cause of the Liberal and Reform Association. Of the teetotalers in the State Parliament to-day the great majority are Labor memthe great majority are Labor members; of the moderate drinkers, nearly all are Labor members—what is the corollary? Only that the Alliance is represented to-day by the liquor-imbirepresented to-day by the Induor-imbibers of the State Assembly. Is it not time to drop an association based upon such despicable hypocrisy as this? Is it any wonder the Labor Party has been able to win without, and in spite of, the support of the Alliance? With ot, the support of the Alliance? With the exception of about two instances every single member of the State Parliamentary Labor Party was opposed vigorously by the Alliance at the last general elections, and in quite eight out of every ten cases the Alliance candidate was not nearly so staunch candidate was not nearly so staunch a temperance advocate as was the Labor candidate. Then again the whole disgustingly pharisaical attitude of the Alliance is further exposed by the fact that out of the thirty-seven Labor members in the present House, quite thirty of them are temperance advocates, and practice the principles the Alliance is maintained to promulgate. In the Federal Parliament the contrast is even more pronounced still. The In the Federal Parliament the contrast is even more pronounced still. The Alliance will soon have to consider its position very seriously. It will have either to perform a complete right-about-turn, or it will be required to change its name to indicate what it really is: The Parliamentary Drinking Brigade ing Brigade.

FULL CIVIL AND RELIGIOUS RICHTS.

Fully conscious of the risk we run of having a half brick heaved at us by a number of newspaper readers who are tired of the attempts to explain the tired of the attempts to explain the term, we now give quite our own idea of the word "wowser." A wowser, to our mind, may be a member or adherent of any church. He may be a Mohammedan, a Pagan, a Roman Catholic, an Anglican, a Methodist, Christadelphian, Calathumpian, or an Aboriginal. So long as he or she is a purblind freak of the human intellect who sees all the evil in their neighbor's life and none of the evil in their own, he or she has qualified nicely for the past-master's degree of Wowserdom. Here's an instance. Writer knows of a case where a public school teacher is a very capable lay preacher. He is also a very violent opponent of the Labor party. He takes every opportunity of condemning the L.P. and openly declares against the party's plank advecting full civil and religious liberty. condemning the L.P. and openly declares against the party's plank advocating full civil and religious liberty to civil servants—"More Socialism!" He preaches nearly every Sunday, and as often as not thunders anti-Laborisms from the pulpit. Yet he is too blindly-prejudiced to see that he is just as much breaking the law as one of his fellow teachers would be were he to become chief sherang of a red-flag Socialist electioneering commitflag Socialist electioneering commit-tee. Our pulpit thunderer is a con-firmed Wowser, and that's why Wow serdom is alarmed at the prospect of Labor lagislation granting full civil and religious liberty to all civil servents. There won't be any special privileges then for the lay preacher as against the brainier aspirations of his more democratic fellow State employee.

THE LIBERAL SELECTION FOR CAMPERDOWN.

Mr. A. A. Williams, J.P., writes:—"There is an unfounded rumour circulated to the effect that Mr. Frank Bamfield, of Horton's Boot Store, New-Bamfield, of Horton's Boot Store, Newtown, allowed his name to be submitted for selection to contest Camperdown in the Liberal interest in the forthcoming State election, which is absolutely untrue. As a disinterested party, and one who happened to be close by when a small Liberal deputation waited on Mr. Bamfield, I distinctly heard that gentleman emphatically refuse and scout any such suggestion. Moreover, Mr. Bamfield is a personal friend of Mr. Stuart Robertson and would never think of opposing that gentleman. Mr. Bamfield's broad and democratic views are field's broad and democratic views are well known and appreciated, especially by the Railway and Tramway men, and

v such misrepresentation only tends to injure that gentleman's reputation in the eves of his many well-wishers and patrons. Mr. Bamfield has no intention of aspiring for Parliamentary honors, but if ever he did do so he would no doubt be found fighting on the side of the workers who so liberally suport him."

WANTED, One Member of Every League to push the "Co-operator" along.

AULD JOCK WHISKY

TOOTH & CO., LTD., Proprietors, Kent Brewery, SYDNEY.

Woman's Realm.

Women readers are cordially invited to write to us. Information and advice 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 firm, your wishes will be respected. Original invoices will be forwarded with goods Write to "Town Shopper," o/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."

Wings, wings, wings! Nearly every hat one sees now—whether large or small—is adorned with a wing or a pair of wings, and shiny black is the predominating color. It is impossible to describe the shapes of the hats, for there are so many; some are rolled up at the back, some at the side, some in the front, some all round! And one eems to be as much in favor as the

I have received several inquiries about winter coats:—What would I recommend, and what is a reasonable vice? I myself prefer the full-length, tight-fitting coat, in a fine navy serge; but, of course, the semi-fitting coat is equall—if not more, popular, and either one looks very smart.

The prices range—as far as I have seen—from 20/ up to 55/-. A coat for the latter amount is, of course, a really good article, and the bodice is lined with black silk.

The new Sailor Tie shoe is very pretty—especially if worn with colored nose, a deep violet recommended—but I think it requires a really prettily-shaped foot to show it off to advantage.

Last week I drew the attention of my lady friends to a number of lines of warm underclothing, so now I think I had better conclude that little idea with had better conclude that little idea with some specimens of hosiery. My! what an assortment of stockings there are to select from!) All colors, all sizes, all materials, all patterns, all prices. I am in a perfect quandary, Mr. Editor, but here goes for a few examples: I illustrate two exceptionally serviceable lines. No. 1 showing the full leg is



a plain black cotton hose for the smallest purse. Fast dye and fashioned, in all sizes at 7½d., 10½d., 1/- and 1/3 per pair. No. 2 is a splendid line of ribbed, black cashmere hose, a wonderful wearer, in full fashion, with spliced ankles. These are cheap at 2/-, outside sizes 2/3 per pair.

CIRLS' COATS AND SKIRTS.

One of the most noticeable features is the city this winter is the prevailing fancy for smart-looking coats and skirts for girls and young women. They are very dressy, and, better than that, they wear well and are turned out at extremely reasonable prices. Most good houses keep a ladies' tailor now for this purpose, so that if you are careful in sending me the measurements you need not be anxious about the fit



The one I illustrate looks very chic The one I illustrate looks very chic and must please the eye of my readers, I am sure. It is a smart Norfolk costume, which is becoming very popular now with City young ladies. It is done in assorted tweeds at 27/6 and 32/6, and in cheviot serge at 45/- and 49/6. The serges will, of course give the greater extisfaction 45/- and 49/6. The serges will, of course, give the greater satisfaction, but the tweeds look worth a lot more

UP-TO-DATE MILLINERY.

The shop where I saw the two designs of headgear I want to introduce to you this week is at quite the other end of the City to that whence I got the inspiration of the coats and skirts. Of course, all window displays of millinery for the last two weeks have consisted almost entirely of black and purple designs. These are not likely to be worn throughout the winter, but it goes almost without saying that black or dark velvet trimmings will be the prevailing idea. And some of the "creations" are so very charming as to cause me to wonder why hats or were ever trimmed with any-



Here is a remarkably dainty little velvet toque that will suit a good many sizes, and will stand a lot of wear. It has a fully gathered silk crown, with straw or jet buckle, and is offered to "Co-operator" readers at



Here, on the other hand, is an exquisite fitted silk hat, brim turned up at side and smartly trimmed with stiff wings and galon. It looks a much higher-priced hat than the amount asked, viz., 22/6.

ANSWERS TO CORRESPONDENTS.

PLEASE DO NOT TIE ME DOWN.

Sometimes, when ordering, a correspondent will ask me particularly to shopping at one particular shop. This is rather awkward for me as I know so is rather awkward for me as I know so much about the shops and the goods that I learn which place is best for one article, and which for another. Of course when you have a catalogue, or have seen clothes illustrated in our paper, then you know right away whether they will please you; but in the case of ordering miscellaneous articles, I would much prefer not to be confined to the one shop. You will understand for yourselves how unsatisfactory this must be, as perhaps the firm mentioned will have nothing like the pattern you send me, and I shall then have to write to say that the order is unexecuted, when there is perder is unexecuted, when there is perhaps a shop not far away with the identical thing. And I always like to get the identical thing when I can—or something a little bit better—and I also want to deal, where possible, with our advertisers

Miss M.C. Kiama.—Yours of 18th instant duly reached me, re price of rey tweed paletot to fit girl of 16. I have made inquiries, and I find that in tweed the shades are from a very light to a very dark grey, and the prices range from 10.09 to 19/6. These are smartly made and finished well, and are very appropriate for the winter are ver- appropriate for the winter

Mrs. C., Orange.—You will have received the cream beaver coat by the time you see this, and I fully expect you will be writing me a personal letter expressive of your great pleasure. I think it was a property of the company of the think it was just a treat, and your baby will, I am sure, be as proud as a peacock with all its feathers spread out. I do hope you are taken with its charm, as I was, because I had to pay 1/- more than the limit you gave me. It cost me 8/6, but I'm sure it is well worth the money. Please drop me a line about it.

Mrs. H.D.S., Culcairn.—I bought the five pairs of boots you ordered at Horton's store at Newtown, and the parcel was sent on to you on Monday last. I hope they will be just what you required. The small balance which was left over has been returned to you He have now to chronicle a most praise-we have now to chronicle a most praise-we have now to chronicle a most praise-worthy act of grace on the part of De-puty Chief Commissioner Harper. Our required. The small balance which was left over has been returned to you.

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.

Running Brake Test .- "What is meant by a running brake test, how is it made and at what point or points on the road should it be made?"—T.E.G.

Answer.—A running brake test is a brake application made while the train brake application made while the train is running, so as to judge of the condition of the brakes by the holding power felt. Some roads require that all passenger trains be so tested within one or two train lengths after starting from a terminal; also when approaching meeting points or other places where danger would exist if the brakes did nor operate as they should.

places where danger would exist it the brakes did not operate as they should, as in case of an angle cock being closed that should be open.

The brake pipe reduction should be about 7 pounds, and, in addition to observing the holding power resulting, the engineer should note the length and strength of brake pipe discharge, as indicating the length of brake pipe as indicating the length of brake pipe

The running test is not generally practicable with freight trains except on descending grades. An example of the latter is a freight train just starting down a steep grade, in which case the first application should invariably be made at a law a resed to the product of the latter is a product of the latter is a freight train just starting down a steep grade, in which case the first application should invariably be made at as low a speed as practicable without stalling and with the understanding that the brakes are to be recharged as soon as it is observed that they are holding enough to render faster speed safe. This is really a running brake test and should be made, even though the terminal brake test was made just before starting down the grade.

Every caboose should have an air gauge connected with the brake pipe, gauge connected with the brake pipe, and its good-order condition should be as rigidly required as that the caboose have suitable markers, hand fanterns, etc. Also, the conductor should know from this gauge that full brake pipe pressure is being maintained or ascertain the reason it is not, and in ample season to avoid accident in ample season to avoid accident. With near full pressure and the conductor's valve the brakes can be quickly and effectively applied from the caboose if anything prevents their application from the Learneitzen. application from the locomotive.

Recharging While Descending **Crades.**—"When descending a grade, how much should the speed be reduced before releasing the brake to recharge?"—T.E.G.

Answer.—The speed should be reduced enough to insure ability to completely recharge before it has increased beyond the amount that would vet permit of making a stop in a reasona-ble distance, and certainly before it had exceeded the maximum establish-ed for similar trains descending this grade. This may mean that the train must be stopped, which should certainly be done if necessary for safety or to comply with the maximum speed

How low the speed must be reduced to permit of thoroughly recharging depends largely on how high speed had been permitted, as faster speed necessitates a heavier reduction and held for a longer time, both of which result in an increase in the amount of air required to recharge and, of course, of time to get it into the auxiliary recognition.

iary reservoirs.

Another detail that has a strong Another detail that has a strong bearing on the amount of the reduction and, hence, the speed reduction necessary to permit of thorough recharging, is whether the "short-hold" plan of braking is followed. It consists of a sufficiently heavy initial reduction to, as a rule, slow the train down as quickly as a sufficient main reservoir pressure will be obtained to fully recharge, and then recharging. This plan does not require as much

variation in speed as with the undesirable and dangerous one of long holds, as the former results in a lesser reduc-tion before recharging, which permits of this being accomplished quicker. Low speed and maximum auxiliary

reservoir mean safety, while the reverse means danger.

Brick Arch.—"What are the advantages of a brick arch?"—D.F.B.

Answer.—The advantage of a brick arch applied to a locomotive firebox is that it produces a more perfect combustion of the grases distilled from the fuel, thereby saving fuel, decreasing the amount of black smoke emitted from the stack and also increasing ted from the stack and also increasing the life of the tubes.

Distribution of Weight of Locomotive.—"At what fixed point is all the weight carried when the springs and equalizers are in A1 working order?"

Answer.—The fixed points carrying all the weight are the driving and truck wheels, the weight being transmitted through the equalizer and spring fulcrums to the boxes, the journals, and finally to the wheels.

Blind Joint in Steam Pipes.-"In case it was necessary to make a blind joint in the steam pipes in the smoke arch, how would you proceed?"—D.

Answer.-We feel sorry for anyone Answer.—We feel sorry for anyone that would have to tackle a job of this kind, but if it had to be done here is the way to get at it. First knock the fire and clean the ashpan, as otherwise you could not work in the front end on account of the heat and fumes from the burning coal. Open the front end the burning coal. Open the front end door and try to loosen the nuts at the bottom steam pipe joint; if they cannot be loosened readily wrap some waste saturated with headlight oil around each nut and set fire to it, pouring on a little more oil as it burns out until the nuts are nearly redhot; you will then be able to slack them off —perhaps; if you cannot slack them off after heating them it will be necessary to split them, being careful not to injure the threads on the studs; after you have the nuts loosened up at ter you have the nuts loosened up at the bottom joint you will probably find the bottom joint you will probably find the pipe still tight, being held in place by the top studs or bolts. Now if the pipe is still tight you may be able to contract it enough if it is still warm by pouring cold water on it until it shrinks enough to enable you to slip a blind gasket between the steam pipe and the ring. If the pipe will not contain the a blind gasket between the steam pipe and the ring. If the pipe will not contract enough by this means it will be necessary to loosen up on the top joint, which can be done in the same manner as used for the bottom joint. If necessary to loosen the top joint also, the blind gasket should be placed between the steam pipe and ring at the top joint, as the chances are in tighttop joint, as the chances are in tight-ening up the pipe again you would not get the joint tight, and as you could not make a perfect joint on the blind gasket if placed in the bottom joint you would have two joints leaking in the front end, while if placed in ing in the front end, while if placed in the top joint vou would have but one; besides it would save time. as you would not have to tighten the bottom joint again. For a blind gasket get an old scoop, heat it redhot and pound it out flat; then let it cool off slowly so it won't get hard. If no old scoop is available, get a moderately heavy piece of sheet iron, say one-eighth of three-sixteenths of an inch thick. Do not use a board, as it would burn out in less than ten miles. After you have your blind gasket in place, close the front end, re-build your fire, pat yourself on the back and ask for credit marks when you get in.

Social News.

A SILVER WEDDING.

The celebration of the silver wedding of Mr. C. Hill (foreman cleaner at Eveleigh) and Mrs. Hill, took place at the Oddfellows' Hall, Wilson Street, Newtown, on Saturday. May 14th. The large hall was well filled to honor the host and hostess. Eighty sat down to supper, the chair being taken by W. Fellew, Esq. The chairman proposed the toast of "The King," man proposed the toast of "The King," which was (owing to the decease of the late King) drunk in stlence. "The Host and Hostess," proposed by Mr. R. Alexander; "The Ladies," by Mr. A. Lucas, responded to by Mr. H. Dunn; "The Invited Guests," by C. Hill, Junior, responded to by Mr. D. Lucas, were also toasted. Dancing was indulged in till nearly midnight, interspersed with songs by Messrs. A. McLeod and A. Porter, and an exhibition by Mr. W. Bennett (the musical king) on his musical instruments. The presents were numerous and cost-The presents were numerous and costly. The catering was most ably carried out by Mr. Paish, of Newtown, the tables being most artistically arranged with flowers and pot plants. Mr. R. Alexander acted as M.C. A most pleasant evening was brought to a close by the rendering of the Newton a close by the rendering of the National Anthem. Mr. Hill is also in his 25th year in the service. Mrs. Hill is the eldest daughter of the late Peter Lucas, late inspector permanent way

PORTER CRANT'S DEATH.

The "Co-operator" is always glad to note any action of the Commissioners which is calculated to inspire the admiration of their servants. It is too miration of their servants. It is too often thought that the Association and the Commissioners are of necessity permanently at "daggers drawn." It is thus with considerable pleasure that

A celebrated violinist was once asked by a pupil to say what he considered were the first three essentials to mastering that wonderful instrument. He replied: The first is practice; the second is practice; and the third is PRACTICE!"...Similarly, there are only three essentials to the success of our efforts on behalf of the railway and tramway employees of New South Wales particularly, and effective industrial organisation generally. The first is co-operate; the second is Co-operate; and the third is CO-OPERATE! Are you helping us with YOUR co-operation. sue. Knowing the extreme exigencies of the circumstances, Traffic Executive Officer Stephenson took the matter before the D.C.C. on Monday last, 16th instant, and appealed to him for assistance for the late porter's widow and orphaned child. Councillor Stephenson was, as usual, well received. The Deputy-Chief immediately called for a goort of the fatality, and on the same errort of the fatality, and on the same afternoon authority was given for the payment of £150, which was received by Mr. Stephenson and paid over to Mrs. Grant on the day following.

A BENEFIT SOCIAL.

"On Friday, April 22nd," writes Mr. J. Jackson, "we held a benefit concert at the Railway Institute in aid of Mr. James Gannon, who has been laid up for a long time with a very serious illness. The net proceeds of the concert, after paying all expenses, amounted to £28 17s., which I had the pleasure of handing over to Mr. Gannon on Friday last (20/5/10). Although I do not think

handing over to Mr. Gannon on Friday last (20/5/10). Although I do not think thanks are due to anybody, our motto being that the many can help the one, Mr. Gannon specially desires me to thank all his mates through the 'Cooperator' for their assistance'—It is always a treat to get such letters as this. Unionism in any walk of life will always stand impregnable and immortal while practical sympathy is extended so generously to those in need.—Ed.

A celebrated violinist was once asked

Sealds Burns-

The maddening smart of a burn or scald (and the fact that the action of the air is injurious) calls for the immediate application of

Keep a pot of this soothing first-aid in the most get-at-able place. The kettle may boil over or lurch from the hob at any moment, and there is daily risk of similar mishaps to men, women and children alike.

Lighting one's pipe isn't always safe and painless; lifting dishes from the oven and washing up have their own warm surprises; and the youngsters learn many painful lessons about playing with fire.

"A burnt child dreads the fire"-but if mother has applied Zam-Buk it loves this pure healing balm ever afterwards. Zam-Buk is so soothing and cooling, and besides subduing pain and inflammation it helps to grow new skin-a unique property which is especially valuable in injuries of this kind. Much tissue is often destroyed, and those who have watched a burn or scald heal up under Zam-Buk's beneficent influence have often marvelled at the wonderful work resulting from the application of a balm which works hand in hand with Nature so harmoniously and effectively.

A SCALDED FOOT PROMPTLY HEALED.

Miss F. Douglas, of Sussex-street, Lower N. Adelaide, writes:—
"Some six months ago, while engaged in the kitchen, I had the misfortune to scald my foot. I applied different ointments and so-called healers, but at the end of a month my foot still remained bad. One day I bought a pot of Zam-Buk Balm, and after a few applications my foot showed signs of healing, and in a little while it was completely cured. I am exceedingly grateful for what Zam-Buk has done for me, and can recommend it as a heady household healer." for me, and can recommend it as a handy household healer.

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Finest Dutch Coco, 4lb. tins, 6d. Other Grocers, 101d. Best Quality Rice, 6lb. bags,

Gold Medal Self Raising Flour, 3½d. per packet.

Best Winter Candles, 4d. per packet. Jelly Crystals, 9½d. per doz.

Finest Scotch Oatmeal, 91d. per lb. bag. Best Company's White Sugar, 2½d. lb.

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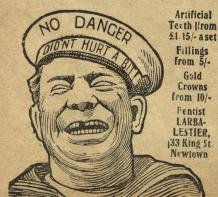
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The Railway and Tramway Co-operator.

MAY 26, 1910,

BRITAIN'S MIGHTY DEAD.

Britain's mighty dead! The phrase is pregnant with stirring sentiment. It thrills our very souls as it calls up memories from the limbo of dead years. No grander eulogy of King Edward VII. could be written than to write: Requiescat in pace, with Britain's mighty dead. In that mortuary lie the greatest men and women of modern times, and their memory takes on a veritable Kingliness and Queenliness as we fall back upon a meditation of their greatness. Some of these mighty dead were accustomed to the weight of the crown and the sceptre during their earthly lives; others-the great majority-knew not the compensations of earthly power. Some, like the great warrior kings of the allconquering British Empire, the wonderful personalities of her political forded. development, or the mighty princes of

her industrial and commercial supremacy, knew what it was to exercise a sovereign sway over their fellow men and women while they lived. Yet many others of her mighty ones are mighty after death only, because of a too tardy recognition of their worth. How many times has the surging influence of awakened British enthusiasm and gratitude compelled the removal of the remains of statesman. poet or divine from the grave of obscurity to the fame of a place in the mortuary of her mighty dead? To attempt even a cursory glance at these mighty ones would be to essay such a task of historical sketches as has never yet been undertaken. It was merely our object to appreciate the inspiration of a wonderful phrase.

And now King Edward VII. has been laid with the mighty dead of the mightiest Empire the world has yet

known. The ceremony attending the obsequies took on an absolutely worldwide significance, which it is impossible to conceive of having been commanded by anything less than a truly outshining career of diplomatic victory, and of a great sovereign per-sonality. Though not a decade of years in length of time, his reign has stamped itself upon every nation of the world as that of one who was born to rule. Well might we borrow the words of the greatest of our literary giants who are numbered with our mighty dead and exclaim:

> Here was a Caesar; Whence comes such another!

When we remember that such a result was achieved without war, at a time when the armaments of the whole world seemed bursting to break their bonds, we marvel still further at the power of that personality which lay hidden behind a mask of an intensely human nature, which at one stage of his career made the more thoughtful of King Edward's subjects fear for the outcome of his accession to the throne. When he became King every power in the world was seething with impatient unrest, while Britain con-cluded her undertaking for the annexation of South Africa and the subjuga-tion of the Boers. Yet it is admitted to-day on every hand that King Edward's influence alone averted such a conflagration that history has not yet known, and that was only waiting the faintest spark to break out. The great lesson of his life, we repeat, is the greatest of all lessons-Interna-

tional peace.
So far as Sydney is concerned the day of national mourning, on Friday last, was observed with a truly inspiring consistency. The tolling of the church bells called our people to worship on that day; and they went, with a singleness of purpose and a manifestation of loyalty which presented a really noble spectacle. Then the great naval and military memorial service at Centennial Park in the afternoon was a wonderful demonstra-tion of patriotic sentiment. It will live long in the memories of all who were present, and as that great crowd of people spontaneously uncovered at its close, while the massed bands pealed forth in subdued tones the Dead March in Saul, the hearts of even the most sceptical must have been buoyed up with a great and san-guine hope for the future of the Brit-ish race.

A FEDERAL LAND TAX.

A population sufficiently large to effectively develop its various resources and defend it from invasion is essential to the progress and even the very existence of every country. While this is true of all countries, it is particularly true of Australia. No land has greater natural resources: none, by reason of geographical position or by the enormous extent of its coastline, is so vulnerable to attack.

We cannot hope to escape the common lot of all nations. Sooner or later we shall be compelled to make good our right to hold this great country. That we should do so the more effectively, a large population is imperative. And this must be of the right type and far ampler opportunities for its absorption must be af-

Our great centres of population are already swollen out of all proportion, more than thirty-six per cent. of our people live in the capital cities of the Commonwealth; more than one-half in towns of over 5,000 inhabitants. This tendency is becoming more marked each year. The people flock to the cities; they desert the country-

In a country like Australia, where there are vast areas of fertile land with an adequate rainfall and good climate—and where so large a portion of the natural wealth is derived from primary production—the percentage of the population engaged in rural occupations ought to be exceptionally high. But this is far from being the case. The percentage dwindled from 17.1 in 1871 to 12.8 in 1891, and though it increased slightly during the next decade it does not, so far as can be ascertained, exceed 14.1, the point at which it stood in 1891.

The full significance of these figures can be better appreciated when we compare them with other countries. In gaged in rural industries is 21.2; in Germany, in spite of the phenomenal extension of manufactures, it is 23.06. The joint area of these countries does not exceed that of the single State of Queensland. The density population is enormously greater, their manufacturing industries infinitely more varied and more extensive than ours. Yet the proportion of their population settled upon the land is more than fifty per cent. greater than ours.

In new countries the cultivation of the land is the natural and proper occupation of the people. The substantial prosperity of France, the marvellous progress of Germany, alike, rest upon the firm and endurable basis of land settlement. And if Aus-tralia is ever to be a great nation, it must be upon this same foundation.

Our need is for men—of our own or

kindred races—to settle upon our lands, to further develop its great resources, to create new wealth. But such men, although there is happily no scarcity of them, will not go half round the world without some positive assurance that facilities for settlement upon suitable lands are provided. And at present these cannot be given.

Despite some recent attempts in the various States of the Commonwealth to closer settlement it is still true that land monopoly is the curse of Australia. Relatively to the enormous area of its fertile lands and the size of its population, land monopoly exists here to a greater extent than in any country in the world. In spite of the resumption of large estates by the State Governments for the purposes of closer settlement these estates are growing both in number and size. In New South Wales, for example, estates of 5,000 acres and over have during the period from 1901-1908 increased very considerably. In spite of closer settlement schemes the area under cultivation in the Commonwealth was actually less in 1907-8 than in 1904-5. The evil is too firmly rooted to be cured by the resumption of individual estates by the State Governments. At the best, the effect of such attempts is almost unnoticeable. And there is good reas-on to believe that, in general, these resumptions increase the value of surrounding estates, thus intensifying the evil sought to be remedied.

It is not by such means that land

monopoly can be successfully attacked. We must strike at the root of the evil. Legislation is called for that will be neither local in its operations nor temporary in its effects. It is necessary to provide facilities, not merely for a few hundred families, and for a season only but for a great and ever-increasing stream of suitable immigrants. As things stand now, to invite such men is a hollow mockery; to indulge in talk about immigration is the merest farce. It is well known that we cannot provide land of a suitable kind for our

own citizens.

The great object of a Federal land tax is to provide an effective remedy by means of a progressive tax upon unimproved values, with an exemption (except in the case of absentees) of £5,000. It is confidently expected that this will operate as a substantial check on the unproductive and specularity expected that this will operate as a substantial check on the unproductive and specularity holding of large areas and will vastly holding of large areas and will vastly increase the land available for settlement by our own people, and by the immigrants whom we wish to encourage and whom we must have if we are to develop our resources and maintain our position.

SPECIAL NOTICE.

The railway and tramway service is slowly but surely waking up to realise the advantages of our efforts to help them in the economical spending of their earnings on the necessaries of life. Letters are reaching us daily asking us to shop for readers, and expressing the sincerest thanks for the work performed by our shopping departments, in their interests.

THINKING AND ACTING.

In some cases, however, we find all over the lines, employees when asked if they had noticed the "Co-operator" shopping department, have said: splendid thing it is. We are robbed right and left in the country in extor-tionate prices." When asked if they themselves had taken advantage of this boon, they admitted they had not. They were thinking about it. Ah! there They were thinking about it. Ah! there you are. "Procrastination is the thief of time." Thinking, thinking, thinking. It is a good thing to weigh and consider. What a large army there are who "miss the 'bus" through thinking and procrastinating, but neglecting to act. Thousands think splendid thoughts, but the man of acting comes. act. Thousands think splendid thoughts, but the man of action comes along and utters them and receives the plaudits of mankind. Others think of inventions, of investments, of schemes for self-improvement, of ideas that would benefit the world, and while they linger in the valley of indecision the opportunity yanishes, never to return. Don't hesitate longer. Read carefully our shopping department's 'Herry's proving the proving the proving the state of the proving the pro our shopping department's "How to Increase Your Wages" and "Woman's Realm." Having made up your mind. our efforts are worthy of recognition, act. Why not act now? Send a trial

THE WIFE.

THE WIFE.

There is another group. When asked about shopping they say: "Oh, yes, the wife does a good deal of shopping in Sydney, but I never bother about it or interfere." Well, we say: "Has your wife seen our shopping departments?" "Oh, I took the 'Co-operator' to work to read," or "I lent the 'Co-operator' to a friend," is often the reply. Now, this is really too bad. Here are men acknowledging the utility of our shopping departments, but of our shopping departments, but actually preventing their wives from knowing about a scheme which will save them money and thus lighten the housekeeper's load. Let it be impressed upon our readers that the "Co-opeis being issued for the benefit of the women as well as the men, and it is neither fair to us nor the women to prevent the wives, daughters and mothers of railway and tramway em-loyees from enjoying the special feabenefit. Surely we are not asking too much when we make the request of the men that they should enable the wo-menfolk to see the "Co-operator" be-fore disposing of it. Indeed, every reader should call the attention of the women to the paper specially.

THE SYDNEY SHOPPERS.

Those whose wives deal with Sydney houses, if they do not wish our shop-pers to act for them, we ask them to mention our paper when sending their orders. These firms will soon send us an advertisement, and thus help us to we you a better paper, if this is done. We have an army of readers and sympathisers all over the country. Let the Sydney merchants know this. will then be ready to acknowledge your wn paper when allocating their advertising contracts. This will help the Association, by helping the official organ of the Society. The "Co-operator" does a lot for you, the Association does a lot for you. It is not much you are asked to do in recurrent Alexanders. asked to do in return. Always mention the "Co-operator" when shopping.

NO CHARGE MADE. When we shop for our readers no charge is made. Original invoices are rwarded with all goods. Shop done wherever the purchaser desires. the wish is expressed. The return re get is advertising. If we can prove to the business houses that every reader is loyal, we can secure more advertisements. To get plenty of advertising enables us to give you this splendid weekly paper on the most liberal terms—indeed, almost for nothing. The more support we get from the business firms, the greater service will be given to our readers in a number of directions which we have in contemplation, in addition to our already splendidly-equipped departments. It is therefore no stretch of imagination when we tell you we keep expert shoppers to help you. It is part of our advertising organisation.

OUR ADVERTISERS.

This brings us right on to the point our advertisers. When you have of our advertisers. money to spend, spend it with our advertisers, if at all possible. There are some firms who receive your good money who refuse to give the "Cooperator" a share of their advertising. because they are anti-labor. know we fight for labor in politics,

abolition of sweating, democratic legislation, and equal opportunities. The way for them to prove their friendship with us and their sympathy with our ideals is to support our efforts in a practical fashion. Don't shop with our enemies, who are your enemies,

SHOPPING COUPON.

We intend to keep a shopping coupon standing in every issue as a special feature of the paper. On the back of it—on the next page, we have taken care to omit any special reading matter you may wish to keep. We ask our readers, friends, and supporters to observe the following:—

1. When sending an order to business firms advertising in the "Co-operator," cut out and attach the shopping coupon. It will do us good and help you also.
2. When sending orders to those

firms who do not advertise with us, cut out the shopping coupon and attach it. It will be a powerful inducement to them in our favor.

3. If you go to shop personally, take the shopping coupon with you, and present it where you shop.

Let our shopping coupon be the union label of the Amalgamated Railway and Tramway Association. We shall soon show you the results. You will be astonished how much you each can do for your own paper—and for your-

Shopping Coupon.

Please see that all orders accompanied by this Coupon receive preferential treatment and special values.

The Railway & Tramway Co-operator.

THE CIVIL SERVICE SOP.

Those of his opponents who cherished the idea that the state general elections would find Premier Wade and his party as unprepared and as bereft of a progressive policy as were the Fusion party at the recent Federal elections, must have noted, even at this early hour, that their idea was very wide of the mark. Though not nearly so experienced a politician (from the point of view of the length of his political career) as either Messrs. Deakin or Cook, it must be admitted that Mr. Wade has shown a grasp of the position far superior and more effective than that evidenced by his Federal confreres on the recent appeal to the electors. And it may be taken for granted that from now on, equally sudden announcements as those connected with railway development and increases of salary to school teachers and police will be made with startling regularity, with a view to demonstrating the consuming desire of the State government to claim a sudden and remarkable accession of paternal feeling toward its constituents. Mr. Wade is capable of claiming anything that can, by even the wildest stretch of imagina-tion, be credited to the good name and will not be sufficient, either, to dismiss these claims in any contemptible way and to delude ourselves into the belief that no one will be impressed thereby. Beneficent acts, whether they be the outcome of public or private administration, always carry with them their meed of gratitude, and the Premier of a State is in the position to stretch his powers, in the direction of stretch his powers, in the direction of granting favors, to such an extent as to command the gratitude of the recipients of his suddenly acquired be-

neficence. been obscured by similarly unfair tactics to those now being adopted by the Premier of New South Wales, and there can be no doubt that it is treat gentleman's deliberate intention to obscure the issue of the forthcoming State elections, if a desperate effort to retrieve the notorious lethargy of his Government with regard to the betterment of the conditions of civil servants—plus a deliberate plagiarism of his opponent's policy in other directions—can achieve such a result. We have already shown how adroit the Premier is in filching the Labor Pary's progressive and national railway olicy, and we have quite made up our minds that he intends soon to pat himself on the back because of the allround improvement in the conditions of railway and tramway employees, which has been won for them by their effective organisation—and by that alone—and in the teeth of the virulent opposition of the Premier's departmental officers.

But that is anticipating somewhat. We shall be very ready for that particular little matter when the occasion demands. At the present moment we are concerned with the sop to the school teachers and police, that has been trumpeted forth with so much gusto by the press, which seems to have the Wade Fever in a very chronic and malignant form. It is interesting to

matgrant form. It is interesting to note that just three years ago exactly Mr. Carruthers did exactly the same thing. With this, and a number of other equally shallow catchpenny cries, he and his party mounted the hustings and, deliberately turning their faces from the real issue—the land scandals, the Gloucester Estate scandal, the wire netting theft and many dal, the wire netting theft, and many other national atrocities—invited the country to rise up and acclaim them as heaven-sent beneficiaries of an op-pressed and gagged army of voters, which the whole civil service of the State represents. The result was that no official contradiction of their flagrant misrepresentation could be given. Every member of the civil service holds his place on pain of instant degradation and dismissal should he or she identify himself or herself in any way with the political campaign. No official or authoritative contradiction was given, and Messrs. Carruthers, Ashton, Wade and others sailed back into power, and the subsequent "elevation" of the two former gentlemen into the fossilised Upper House effective. tively stifled further inquiry into the scandals which had indelibiv besmirched the good name of the State.

It is incredible to think that either the school teachers or the police, who

represent very largely the essentially intellectual voting element of the State, can be cajoled into allowing their destinies to remain longer in the hands of the political party which regularly—once in every three years—is compelled to make a public confession of its sins of omission and commission and sins of omission and commission, and to seek absolution by the offer of atonement in the direction of an elec-tioneering sop. There are only two ways by which civil servants can se-cure anything like permanent and sat-isfactory redress of their grievances, and they are either by organised bat-tle against their implacable foes— Tory Governments—or by placing themselves in the hands of the party which verily exists for such a purpose, and that alone, and by their votes placing that party in power in the State.

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.

Mr. G. Bunyan, our Eskbank secre-Aff. G. Bunyan, our Esspain Secre-tary, reports that the local branch have decided to arrange for a special representative for the "Co-operator," and wish to know whether we would like a news agent or an employee to act in this capacity. We have decided to leave it to the local men with their knowledge of the special requirements of the district to make what arrangement they deem best.

Mr. W. Leslie, secretary Tramway League Football Club, Waverley Depot, has asked us to send him a copy of this week's "Co-operator" to show his fellow workmen. We have much pleasure in sending half-a dozen

Mr. T. Godfrey, Hamilton, has increased the number of his "Co-operator" sales from 12 to 15 per week. This is slow but sure. If every agent increased his circulation by three each issue, the "Co-operator" would soon capture the service.

Port Waratah.—We want an agent at this centre. Newcastle branch secretary reports that he cannot wake the boys up at this centre.

R. J. Murdock, late of Government Railways (Traffic), now in the employ at the East Greta Colliery Co.'s railway, has kindly consented to receive subscriptions on our behalf.

Mr. A. H. Smith (night-officer), our energetic friend at Armidale, is unable to take up our agency permanently, as promotion for him to officer-in-charge at Gurley is pending. He will, however, be able to represent us there. The representation in Sydney by subscribing to the "Co-operator." For the present, however, Mr. Smith will act or us at Armidale.

Mr. W. A. Hill, bookseller and news Mr. W. A. Hill, bookseller and news agent, Cootamundra, writes that the ralway men have asked him to become the "Co-operator" agent. We have arranged accordingly. Copies may therefore be had from him each Friday.

Joe Cunningham is still acting for us in the carriage and wagon shops, Eveleigh. He will be able to supply copies in the lunch hour every Thurs-day, and answer all enquiries.

Tramway drivers and conductors can secure copies of the "Co-operator" at Circular Quay each Thursday morning.

Mr. Rowlandson (bookstalls) has arranged for copies of the "Co-operator" to be on sale at each of his branch stalls all over the lines.

What is Junee doing about an agent for the Loco. sheds? There are a number of men wanting the "Co-operator" each week.

Every Friday and Saturday our active agent at Narrabri West, Mr. Burt, is to be seen handing the "Co-operator" round. The local boys should support the old man's efforts to extend our circulation and influence.

Our Newtown friends may secure copies of the "Co-operator" from Mr. Halloran, news agent, Newtown Bridge, every Thursday morning.

Mr. W. J. Walters, Loco, Running Shed, Eveleigh, can supply "Co-opera-tors" each week to those requiring

Mr. W Nichols, Per. Way, Junee, represents the "Co-operator" amongst that section of employees.

Posters are now ready to be pasted up at various centres showing contents of the "Co-operator." Now then, branch secretaries and agents, who will volunteer to have these put up for us in prominent positions?

Harden.-We want a "Co-operator" agent to whom we can send copies each week for sale to non-members of the Association. Good terms to the

right man. Mr. A. Ellis is assisting Mr. Godfrey at Hamilton in making the "Co-operator" known and appreciated.

Copies of the "Co-operator" may be had from Harry Clayton, secretary P.L.L., Wellington.

To all Branch Secretaries.—Is there a live agent for the "Co-operator" at your centre? If not, why not? Will you attend to this at once, and communicate with Mr. J. H. Catts?

LET US BE FRIENDS.

The "Co-operator" wants to be your friend. Don't turn a cold shoulder to our advances. We offer you faithful our advances. We offer you faithful service under two particular departments of this paper, namely, "How to Increase Your Wages" and "Woman's Realm." Read the headings carefully and note in the columns which follow how successful we have been in repre-senting neonle in the city. We can senting people in the city. We can do the same for you. Why not try the service we offer you?

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?

CONSTITUTIONAL AMEND-MENTS.

EARLY APPEAL TO THE ELECTORS.

In our last issue, reference was made to the probable measures to be dealt with by the Federal Parliament. We pointed out that labor has secured an emphatic mandate from the people to legislate in regard to: (1) A progres-sive land tax to burst up land monopoly; (2) new protection; (3) unlimited jurisdiction to the Commonwealth regard to industrial arbitration; and (4) the nationalisation of monopolies.

NOT UNIFICATION.

The cry raised by anti-Labor was that we were Unificationists. We replied: "We are for the above measures; if they are good, vote for us; if bad, vote against us." Labor is the really liberal as well as the reform party of the Commonwealth. We say our constitution must always be adapted to the present needs of the people. None of the above questions appealed to the of the above questions appealed to the of the above questions appealed to the electors ten years ago as now, although in some cases outside the constitutional powers of the Commonwealth, and in others, strong doubts exist to-day there are national issues of vast importance, which the people say shall be dealt with by the national partiament. The people therefore must liament. The people, therefore, must grant the necessary constitutional power to deal with them or stultify recent emphatic expression of opinion at the ballot box.

THE LAND TAX.

The Federal Parliament has constitutional power "to make laws for thepeace, order, and good government of the Commonwealth with respect to taxation; but so as not to discriminate between States or parts of States." It is clear, therefore, that the Federal Parliament may impose any taxation, whether customs, land, or income, etc; but it must not discriminate between States or parts of States. It would appear that what was meant was that there should not be power for a majority of States to impose taxation penalties upon a minority of States of unfair incidence. In other words, that taxation should be placed upon a national basis. On the part of the Conservatives, it is argued that only flat rates can be imposed upon land values; that in the rate of tax you must not discriminate between the large land holder and the small land holder—discriminating between parts of States. There seems to be sufficient doubt about it to provoke a referent doubt about it to provoke a reference to the High Court for interpretation of the constitution by the great land holders; and as Chief Justice Griffith seems to hold a brief for vested interests, Justice Barton "concurs," and Mr. Justice O'Connor never differs from these two, there would seem a majority for a conservative interpretajority for a conservative interpreta-tion. It would be interesting if Chief Justice Griffith could impartially pre-pare a judgment, both for and against, on this constitutional issue. It should be interesting reading. With what

NEW PROTECTION.

youd doubt.

be interesting reading. With what force could he argue that as long as the graduated land tax was imposed

upon all estates throughout the Com-

monwealth, it did not come within the class of discrimination referred to in the constitution? However, all doubts upon this great issue must be settled early so as to enable the people's veto

High Court in this respect by granting sufficiently wide constitutional

be placed upon the powers of the

place the matter for ever b

In the case of the new protection, the Federal Parliament sought to make good wages and conditions actually re-alisable in protected industries by the imposition of excise duties upon all imposition of excise duties upon all goods which were not made under fair conditions. In the famous McKay Harvester case, the High Court soon wiped out the good wages part of new protection. We know, therefore, at once that additional constitutional powers are required. The Sydney daily press are trying to revive the erstwhile proclivities of New South Wales by screeching about Victorian demands for a reconstruction of the Tariff. There is absolutely no chance of the There is absolutely no chance of the tariff being re-opened until the people are enabled to place the necessary power for new protection in the hands of the Federal Parliament. The Labor Party strongly desire to place our home industries upon a fair basis in relation to cheap labor competition from abroad; but we refuse to grant any further discriminating protection—a pro-tection which protects the manufac-turer, but does not protect the workers in such factories.

INDUSTRIAL ARBITRATION.

The Labor proposal placed before the country was not as was represented by the Conservative press a few months ago, to take control of all industrial legislation. There does not appear any necessity to Federalise carly closing and factory inspection. carly closing and factory inspection, etc.; but there are powerful reasons, which the people have endorsed, for granting a general power regarding industrial arbitration. The power in the constitution in this regard at present reads: "The Parliament shall have power to make laws for the peace, order, and good government of the Comder, and good government of the Comder. der, and good government of the Com-

there will be legislation amending the Federal Arbitration Act extending its powers in regard to conciliation, granting the Court more power in preventing disputes, and also liberalising the measure in regard to inter-State disputes, in the first session; but the main work of the Party with respect to Federal arbitration must be preceded by a grant of constitutional power by elec-

NATIONALISATION OF MONO-POLIES.

The powers of the Federal Parliament are specified in the Constitution. There is no power for nationalisation of industries. The power for regulation is very wide as follows: "The Parliament shall have power to make laws for the peace, order, and good government of the Commonwealth with respect to . . . trading or financial corporations formed within the limits of the Commonwealth." We could make the very existence of trusts and combines conditional upon their observance of almost any condition. We could pass an act to incorporate all such trading or financial corporations, compel them to register, to secure registration, we could compel them to show dividends on legitimate capital invested, prevent the watering of stock, prevent the paying of dividends over a certain percentage, thus pre-venting robbery of the consumers in high prices, compel the observance of stipulated industrial conditions, compel the annual filing of balance sheets, etc. For non-compliance, we could re-fuse registration and penalise non-re-gistration by rendering the cheques, promisory notes, etc., of such corporations illegal and non-recoverable at law, render all contracts and debts illegal and not subject to legal processes. It is doubtful whether this power to regulate these monopolies and combines has ever been realised. Whilst we need power to nationalise mono-polies, much good and effective work can be done in the direction of regula-Indeed, it would seem a preliminary step to nationalisation to give these trading corporations a chance to prove their existence for legitimate prove their existence for legitimate ends. We could then tackle nationalisation where it is the more urgently required in the public interest.

THE APPEAL TO CAESAR.

To sum up in respect to the subjects dealt with, it is therefore probable that during the first session of the new Parliament a progressive land tax measure wil be carried. Federal arbitration will be amplified within the limits of the con stitution and there is a strong probability of legislation being carried to regulate monopolies, trusts, combines, etc. (the writer intends to press for the latter particularly). These will be temporary or incidental to the main work to be attempted in the direction of reform. All that can be done in these respects can be accomplished in the first session. During the first recess, there must be a submission to a referendum of the people, proposals for amendments of the constitution to enable the second session of the present Parliament to tackle the great work for which it was elected. As in the case of South Australia, Tom Price, the late Labor premier, found the Upper House blocking reform and had to engage the hosts of reaction in the public arena, with the electors as umpires and judges; so in the Federa-tion, our first step towards reform must be an engagement with conserva-tism, and conservative constitutional safeguards of injurious vested interests, in which the Labor movement will be the plaintiffs, privilege and reaction will be the defendants, and the democracy of Australia will be the judge and jury. This great contest is not far off. Labor, its allies and supporters, can, therefore, put on its full war paint for a tremendous bout with mighty foes. The trumpet call to arms will be sounded in the Governor General's speech to the new Federal Parliament on July 1, 1910.

NON-UNIONISTS.

Travelling on the Western line the other day, the general secretary and president met two samples of the evergreen non-unionist. One was a porter at Spring Hill in receipt of 7s. 6d. per day. His wages were raised 6d. per day as a result of the porters' award secured by the Amalgamated Association. He said he did not belong to any union. He was asked to join. The train then moved off.

The next was an examiner at Blayney. He also confessed he was a non-unionist. He was asked what wages he received. He replied 9s. 6d. per day. Asked what rate he received prior to the examiners' award secured by the Amalgamated Association, he said it was 8s. 6d. per day. It was pointed out to him that he received an advance of 1s. per day in his wages or 6s. per week, and did nothing to contribute towards the expenses. He admitted this quite coolly. He said he intended to join the Association if he secured a transfer to Sydney. The next was an examiner at Blay-

These are the kind of beautiful objects we find in the service. Meanness is no name for them. They put out their hands every pay, and take money which others have fought to secure for them without any feeling of shame. Money has been spent to fight for their interests by men who now desire a turn done for them, but these refuse to act like upright beings and stand by the men who stood by and stand by the men who stood by

We are getting tired of fighting for the miserable wretches who loaf on others. We, in the railway and tramway service, are a bit too mealy mouthed with this class of worker. Reasonable argument does not appeal to them. In some industries, the proper kind of persuasion would be used, namely, rea-

son at the end of a big stick. It is about time the real men in the service made an object-lesson of miserly spongers on the work of other people Let every loyal unionist in the whole industry make it his business to find out the non-unionists who refuse to act the man by their fellow-workers, and let them be known in their true colors. The non-unionist is the moral leper of the industrial world, the parasite of the working class, the reaper who gathers where he has not sown, the traitor to his fellow man. They stand forth in the character of Cain, whose hand was against his kinsfolk. Let them be treated as they deserve.

SECTIONAL FALLACIES.

Sectional faddists are continually arguing theoretical objections to service unity—Amalgamation. "We canarguing theoretical objections to service unity—Amalgamation. "We cannot secure proper representations of our grievances under an Amalgamated scheme." When asked for instances to prove their theories, they are as dumb as oysters. Positive proof to the contrarv is daily in evidence. In our Appeals Board reports the cases of Fireman Clift, of Orange, and Tram Conductor Johnson, are cases in point. The first-named belongs to both the Amalgamated and Engine Drivers Association, but when in trouble neces-Association, but when in trouble neces sitating representation at the Appeal Board, placed his case in the hands of Amalgamated Association-and

In the tramway employees case, the same thing occurred. Johnson belonged to both the Amalgamated and Tramway Unions, but elected to have his appeal case conducted by the Amalgamated and Conducted by the Amalgamated Conducted by the Conducted Conduct algamated. Result, again success. Here are two concrete instances. An ounce of fact is worth a ton of theory. Amalgamation put to the test stands as firm as the rock of Gibraltar.

VICTIMISED TRAM STRIKERS.

At the Council meeting of the Amalgamated Association important pro-posals are to be considered with reference to the victimised tram strikers. It is suggested that an influential deputation should wait upon Mr John Harper, Deputy Chief Railway Commissioner, and ask that Mr. Johnson should be comparated with should be communicated with by cable, and asked to consent to the victimised tram strikers being reinstated in their positions. As political prisoners are being leniently dealt with at this time owing to the death of the late King Edward VII. and the accession to the throne of King George V., it is felt that the Railway and Tramway administration might properly remove the disqualification existing against the employment of the tram strikers. Alternative and subsequent proposals will also be considered. Victimised tram strikers should send their names and addresses to the head office of the Amalgamated Association, Trades Hall. We will have some important news under this head next week.

ROZELLE TRAM DEPOT.

On last Friday, an influential deputation of tramway drivers and conductors waited upon the General Secretary of the Amalgamated Association with a request that provision should be made for accepting subscriptions to a large number of employees desirous of joining the Association. Such arrangements have accordingly been made. The deputation arranged with Conductor Priol to act as collector, and Mr. J. H. Catts, M.H.R., will be present. As pay day is to-day, and as the "Co-operator" went to press last night, we cannot of course report the result. It is, however, certain that a large number of employees will decide to throw in their lot with the Amalgamated As-

A FEVER BED.

Complaints have been made to us about the insanitary condition of one of the rooms at the ticket-collector's office at Sydney station. We are informed that forty men are working in one room which was some time ago reported upon so unsatisfactorily by the Board of Health as to be practically condemned. Quite recently three employees have been removed from this office suffering from entering forces. office suffering from enteric fever, viz.: Messrs. G. Bax, G. Vile and E. Mason. Mr. Mason. as a matter of fact, is at present reported to be dan-gerously ill in the Kogarah hospital. We really think the Department might take this matter up a little more seriously than they appear to have done. A mere re-flooring of the room, in view of the facts stated, does not appear to be at all sufficient. We sincerely hope this little reference to this matter will be sufficient.

THE BOTTOM LINE.

That small bottom line on the departmental sight-testing card seems to be troubling the Newcastle branch a good deal. Unfortunately, it troubles a good many aspirants for a perfect sight certificate. But it really is hard to understand the action taken at Newcastle (vide the report elsewhere of their last meeting). It will be seen that it was unanimously resolved that that it was unanimously resolved that the bottom line should be taken off the card. Such a drastic proposal is worthy of a Czar—but what would become of the eyesight test?

THE TEETH.

Don't neglect your teeth. first sign of decay have them attended to. Bad teeth mean foul breath—foul breath means a disordered stomach a stomach out of order means poor health. Perfect teeth give the plain-est features beauty. You cannot after your features; but you can after your teeth, and obtain the beauty intended by nature. A paramount consideration. by nature, A paramount consideration. Bad teeth mean a bad digestion. No man or woman enjoys perfect health with the instruments of insufficient mastication. All Mr. E. R. S. Larba-Lestier's work is guaranteed ten years. Address: 214 Enmore-road, Enmore (successor for the last four years to Mr. A. B. Macdonald, of painless extraction fame). less extraction fame).

THAT CORRESPONDENCE BOARD.

The following paragraph appeared in the report of the Newcastle branch meeting, but is published here, with comment, for obvious reasons:—"It was moved and seconded that the secretary write to head office re the manner in which the "Converter" is enter retary write to head office re the manner in which the 'Co-operator' is sent, as it goes to private address one issue and the next to the departmental. It was in regard to this that we wished for the correspondence board at Hamilton, so that the names could be put on showing how many and who they were sent for. This system was in vogue for a considerable time, and up till not a great length of time back."

It appears that Newcastle or Hamilton does not intend to adopt the sugstion given by us in last issue, but prefer to worry "head office" with a request that if a consider the control of prefer to worry "head office" with a request that, if acceded to by the department, will not serve the purpose half as well as the letter rack suggested by s. It is plain that while an officer was writing up on the board the names of employees for whom letters or paers were waiting, he could place the letters or papers themselves in the rack and set over the trouble at once. Is it that no one will volunteer to make the board? We do not shirk work, as Newcastle men well know, but we do ke a reasonable grievance to fight. ke a reasonable grievance to fight. With reference to "Co-operators" going to the wrong address: This should by this time be at an end. If we have the private addresses of members, we do not send the papers to the depart-mental address—that's certain. We shall be glad to have the wrappers of any papers wrongly addressed or wrongly delivered, and we'll guarantee to fix the matter at once.

ACCIDENT.

On Monday afternoon last a fettler employed in a Per. Way extra gang at Katoomba named Stroan (recently from Riverstone), was injured by a rail fall-ing on his leg while loading same into a truck. One of the bones of the leg was broken, and the knee-cap was badly crushed. The sufferer was taken the afternoon train to Penrith Hos-

SPENCER'S THEATRESCOPE CO.

We are asked to notify that Mr. Spencer has arranged to give two perspencer has arranged to give two performances daily from Saturday next, 28th, which means a matinee every day at 2.30 and evening at 8. The programme will be the same exactly on each occasion. The usual Thursday changes will occur at the Thursday matinee commencing next week. The matinee, commencing next week. The programme this week is an excellent and continues to draw full and delighted houses.

A SANITARY MATTER.

(To the Editor.) Sir.—It is a common question at Hamilton: "Where is the inspector that examines barracks, w.c's. and urinals? Is he taking advantage of the Chief Commissioner being on leave to give us a holiday from clean-liness? If that is so, the sooner it is cancelled the better for all here. The urinal here is in a filthy condition, and if "green is good for the eyes," then we should have exceptional eyesight, as the slates are "green with envy." It is a disgrace to a large envy." It is a disgrace to a large depot like Hamilton, that it cannot be kept in a respectable condition. At one time, up till quite recently, an old employee used to have the position to clean up generally, and look after urinals, etc., and then it was a credit to the depot; but now it is neglected disgracefully. Sometimes the hose goes over, and the seats are washed, but that is not sufficient, as with everyone using the place, in the interests of one's health they should be cleaned thoroughly and disinfected. It is a pity Mr. Johnson or someone else could not come here on a visit, income We home the above evil will be We hope the above evil will be remedied at once, and no one more so

SANITATION.

WESTERN AUSTRALIA.

Good news on amalgamation comes from Western Australia, where the Railway Officers' Association resolved to affiliate with the Railway Workers' Society, which is virtually a trade union. The Minister of Railways, Mr. Gregory, has announced that the Cabinet refuses to approve of the amalgamation, on the ground that it is against all railway practice and discipline that mation, on the ground that it is against all railway practice and discipline that officers whose duty it is to carry out railway regulations should be affiliated with workers who have to obey their orders. The Minister of Railways that that such a combine of the state of the st felt, no doubt, that such a combina-tion could not be prevailed against, and 'tis hardly necessary to say that arbitrary declarations of this sort will not prevent, but rather hasten, the achievement of industrial unity.

DEMOCRACY!

Democracy, Democracy!
Oh, word of hope and thrilling power!
Oh, salt wind blowing from the sea
To brace us hour by hour!
We wait thine advent and we dream,
Of life renewed and made sublime;
But slowly, slowly mounts thy gleam
Above the hills of Time.

Democracy, Democracy!

No teeming cities thronged with knaves,
No pampered rougues in luxury.
No starved and abject slaves!
Life steeped in sunshine, bathed in air,
Life redolent of earth and sea,
As calmly strenuous and fair
As growth of grass or tree.

Democracy, Democracy!
Our sordid lives take thou in hand;
Transmute them to a symphony
Of organ music grand.
With cleansing fires our souls assay,
Consume the false, confirm the true,
And in the searching light of day
Establish us anew.
—"London Typographical Journal."

In last issue it was stated in our report of Eveleigh branch meeting that Mr. Walters was nominated as a member of the Council of the Amalgamated R. and T. Association. This was an error. It was Mr. H. Court, the newly-elected secretar—who was nominated for the Council. Mr. Walters was already a Councillor.

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How to Increase Your Wages.

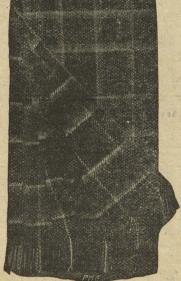
We are in a position to increase the purchasing power of your wages by at least 10 percent. We have expert shoppers who can select your groceriss, ironmongery, crockery, wearables of all kinds, toilet requisites, furniture, jewellery, and electro-plate, musical instruments, etc., at the best and cheapest houses in Sydney. Goods with original invoice will be sent post free cent. We have expert shoppers who can select your graceries, 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."

Men! Men!! Men!!!

This department is for you. I know you are aware of that fact, but has it gripped you yet, as it will pay you to allow it to grip you? It is my object to try and show you in this column that you can effect an increase in your wages. Of course you know that the spending power of your wages altogether depends upon where you spend it. If you spend it at the corner pub., its power is worth but a skinful of bad temper, sore-head, and domestic trouble; if you spend it on the gee-gees its power is worth motor-cars and high living for the "fraternity." Of course know all that, but do you know that there is just as much wisdom in learning to shop economically as there is in keeping out of private bars and away from race courses if you haven't a long purse? Shopping has been reduced to a fine art in the city to-day, and the most substantial firms are those which have found and firms are those which have found out live and grow on the smallest e margin of profit. Now, it is possible margin of profit. Now, it is my business to keep a sharp lookout round this busy city and find out for you where these particular shops are. Yes, there is no room for doubt, you can increase your wages by increasing the spending power of every sovereign you handle, and you needn't wait for promotion or for the indulgent smiles of your superior officer to realise that you have got a rise in your screw. Talking about increases, an old friend of mine the other day was telling me in a very doleful kind of way that the only increases he had known for years were increases in his family. I slap-ped him heartily on the back, and said cheeringly: "Good shot, old boy, don't regret that." Well, honestly, I meant it. I really believe that any ordinary wage can be so increased by careful and wise shounders. and wise shopping as to leave a suffi-cient margin for at least one more than there used to be, and then not be such there used to be, and then hot be such a struggle to make ends meet. But whatever you do, don't get the idea that I am here to try and sell you cheap and nasty stuff. This child has nothing whatever to do with the cheap and nasty shop or merchant. Others have tried our system of shopping through the "Co-operator"; you give

ARE YOUR HOLIDAYS DUE?

If your holidays are becoming due, you might be thinking that a new rug would increase the enjoyment of your travelling considerably. You know there's nothing in travelling without a rug and then paying a doctor to cure you of a chill you caught in the train or boat. You might not want a rug, but if you do, well, look at this:



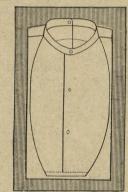
A smart, fringed travelling rug, pure wool, Australian-made, size 72 x 60 inches, weight 5lbs., from a most reliable firm, prices from 21/-, 30/-, 35/-,

40/-, 45/-, 50/-. Cheaper lines are offered at 7/6, 9/6, 11/6, 12/6, 13/6, 17/6.

Another very nice holiday piece of wearing apparel is what is known as the neglige (that's French for "knock-about" or "comfortable" shirt.



Soft body, soft gauntlet cuffs, band, stripe zephyr or stripe Oxford, Then, while I- am talking about shirts, look at these lines of white linen



White shirts, dressed, long fronts, 3/6, 4/6, 5/6, 6/6; short fronts, 4/6, 6/6, 7/6. Undressed, short or

ANSWERS TO CORRESPONDENTS.

E. L., Wallendbeen.-Your order for bots (one pair each of men's, girl's, and boy's) was executed at Fay's, and the parcel has been sent on to you, carriage prepaid. I spent a good deal of time over the selection of these boots for you, and hope you will be pleased with them. There was a small balance left out of the cash you sent, and I got Fay's to put in three tins of boot polish and an extra pair of laces. As this is your first order, please let me know how you are satisfied with it, and if you are pleased, just tell your

A. E. W., Bethungra.—Your order for boots, hosiery, dungaree pants, and underpants was executed. I hope you will be pleased with the things I bought. I found that the cash you sent left a balance of 5d. For this I included a strong working man's hand-kerchief, which I hope will meet with your approval. I note what you say about getting other orders. I shall be only too pleased to execute your friends' orders to the best possible ad-

watches. I went up at once and ordered it, and after being regulated, it will be forwarded to you, probably on Thursday night. I am glad that so many of you railway men have decided to do your town buying through the "Co-operator," it helps the paper as well as helping you.

OVERCOAT SEASON.

Did you say you wanted a new overcoat? Well, look here! Sydney was never so well pro-vided with overcoats as vided with overcoats as it is this season. And the prices would fairly make you stagger at what we used to pay. I know, because on Saturday last I bought one. I paid 35/- (just about the happy medium between compared to the season of the se py medium between com-mon and too dear, that mon and too dear, that is) and you can believe it or not, but now I consider myself quite well-dressed when I've got that coat on. Write to Palmer's for their overcoat catalogue, or send me your money, and I'll pick one for you send me your money, and I'll pick one for you.

ORDER FORM.

Mr. J. H. CATTS, M.H.R., Trades Hall, Sydney.

Please add	d my name to your list of	"Co-Operator" Subscriber
for which I enclose Posta	l Order made payable to you	for
My correct name and	address for postal purposes	is :—

NAME_

(If you do not wish to cut this out, copy the wording and mail at once with your sub.)

Sparklets from Sportdom

- (By "SALVADOR.") -

Last Saturday night's amateur stoushists' programme went all to pieces. Out of the twenty-three bouts arranged, only five were contested. The death of Ed. Clebourne after the last contest was doubtless responsible for the wholesale backdowns. The parents of the lads who had listed compelled them in many cases to with-draw. Secretary Frank Underwood, in making the announcement to the crowd, fell in for a deuced unpleasant task. However, with the exception of a few hoots, the audience accepted the attenuated programme in kindly spirit. ne promoters were not in the least

Dick Arnst has sailed for the Zambesi to prepare for his match with Barry on that stream, so renowned for its hippopotami, crocodiles, and other insects. It is a quaint idea, and only serves to show how all parts of this planet are "crossing edges," or insects. planet are "creeping closer," owing to our swift moving steamers, airships, etc. In the next few years we will be hearing of aeroplane races around the Himalayas, a cricket match on Mars, or a two-up school being scattered by the police at the base of the South Pole. The future contains unbounded possibilities.

Johnnie Summers at time of writing is in Brisbane. It was reported that Johnnie was anxious to return to Fogland recently. The report is incorrect. Johnnie informed this scribe just before leaving for Brisbane that he intends remaining in this country, and getting all the matches he can for a couple of years. Johnnie professes nimself as being delighted with Aus-tralia. "I have already sent for my wife and little ones to come out," he stated, "so it doesn't look as if I were heartbroken to be back in Britain, does

The following were the triumphs and troubles in League circles last Satur-

day:—

Balmain proved to have too much hoof and activity for Western Suburbs. Their passing was also of the clean, clockwork order, which demoralised their enemies. They finished up victorious by 25 points to 2.

Messenger the Marvel! Playing with with Eastern Suburbs against South Sydney, he scored the whole 10 points notched by his side. Out of eight free kicks he booted the inflated

eight free kicks he booted the inflated cowhide successfully over the bar on ive occasions. His efforts proved vain,

though, as Souths won by 14 to 10.
Well done, Annandale! The baby club played a rattling game against the virile Glebes, and piled up ten points against them. Glebe, though, emerged triumphant, winning by 17 to

What a fall! What a fall! On their what a fail? What a fail? On their own dunghill, and with all the local ladies watching 'em, the North Shore boys were gruelled to the tune of 33 to 7. They were particularly quiet when up the street on Saturday night. Balmain also rubbed the noses of Western Suburbs in the dirt; 25 to 2 were

The present tourney raging at the Gaiety recalls the never-to-be-forgotten night the tramway championships were fought there. It was, in the opinion of old ringsiders, the most willing. vimful, wild and gory tourney ever seen in the old Palace of Stoush. Bull O'Connor and Paddy Bowland, it will be remembered, put up a Titanic tus-sle. All round that year was a great one, so far as sport went, in the service. The swimming, running, boxing, cricketing games were just boomvantage.

Hermann H. (Berry).—I received your post-office order for £1/0/6, in payment for one of Mr. Orchard's watches. I went up at once and order

Syd. Kemp states that his money is awaiting, and he is doing ditto, for Bob Hopping, the tramway water-walloper. The conditions are to be in heavy boats. Writer is informed that Roberto will cover Syd.'s wager at an Roberto early date.

There will be some excitement in Rugby toeball circles to-day. The English team are to arrive, and a reception will be tendered to them at the Arcadia at 3 p.m. Most of the team are known to our Kangaroos, and it will mean the renewing of old acquaintanceship made whilst in the Old Dart.

The Rugby Union did not display any great amount of horse sense when arranging its fixtures for this season. would directly clash with the League's The public is not much concerned about the squabbles of the Union and League, but when there is a great international Rugby match on all would prefer to go along and make a merry muster instead of being split in sec

After Monday night's fight between Ranji Burns and Mike Williams, the curtain is to fall upon the Sydnev Sta-dium for the season. From all apcurtain is to fall upon the Sydney Stadium for the season. From all appearances the game will be very dead in this town this winter unless Mr. Gaiety Club Campbell wakes up considerably. The Melbourne Cyclorama management have been snavelling all the best boxing talent, and down there the game will be booming in a few weeks' time. weeks' time.

The Motor Boat Club of New South The Motor Boat Club of New South Wales struck an ideal day for its race last Saturday. The sea was like a sheet of glass, and there was just a faint but exhilarating breeze in the air. The course was from "Our Beautiful" to Broken Bay and back. For a delightful trip on an ideal day, such a lightful trip on an ideal day, such a lightful trip on the Broken Bay and back. flying rush to Broken Bay and back is hard to beat. The race was won by Dr. Foster's Narwonah, with the Betty second and Frou Frou third. There were five starters.

Several city sportsmen have been circularised asking them to subscribe a cash testimonial to Tommy Burns, Hugh D. McIntosh, and Bob Fitzsimmons on the eve of their departure for America to witness the Jeffries-Johnson squabble. Many of the sports so circularised consider that it is more well. circularised consider that it is more up to the above trio to give them (the sports) a benefit, considering the con sistent manner in which they (the sports) have handed the coin through the Stadium ticket office. This testimonial and benefit business is being a bit overdone of late.

The news that Sam Fitzpatrick obtained a verdict for £36 against Jack Johnson, for services rendered whilst acting as Johnson's manager, rather acting as Johnson's manager, rather pleased many in local boxing circles. It will be remembered that the big genial blue-eyed Sam was very shabbily treated by the coon whilst in this town, and only for Sam Fitzpatrick it is very questionable if Mr. Johnsing would have ever been anywhere near the top of the tree, where he is to-day.

The Rugby Union games were well patronised. Followers are beginning patronised. Followers are beginning to evince their interest by gathering in greater numbers. Each Saturday of late has found additional thousands clanking through the turnstiles. Uni. walloped North Sydney by 19 to 8. Newtown accounted for Balmain by 25 to nil. Glebe scalped Eastern Suburbs by 10 to 8. South Sydney triumphed over Sydney by 6 to 3. And Manly downed Western Suburbs by 17 to 6.

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

Lunoc should be worth an invest-

ment next Saturday at the Farm.

Backers are still waiting for Malster
Maid to materialise. She is engaged
in the Farm Stakes to be decided next
Saturday at Warwick Farm, and as her stable-mate, Baal Gammon, is ineligible to compete in this event, maybe she will start.

At Canterbury, South Head is doing well in his work, and the old black gelding may render a good account of himself in the Hurdle Race to be run for at Warwick Farm next Saturday.

Palm Olive isn't worth a fig-leaf un-less it is as a Zoo candidate.

Loadstar all but came down when jumping the hurdle opposite the stand be first time round at Canterbury on Saturday, his rider losing a stirrup iron. The horse consequently could be supposed to the consequently could be supposed to the consequence of the

Saturday. his fider losing a stirrup iron. The horse consequently could not be done justice to over the remaining part of the trip.

In a welter race, or 6-furlong ordinary handicap, Diplomatist might ere tone be found sailing home first. He struck out in the Flying Mile on Saturday reminiscent of his best form.

There was something of the Simon Pure about Baal Gammon on Saturday. He was buffeted all over the course during the race, and then won hand-somel- by several lengths.

Just as a start was effected for the

iving Mile, Torula was crossed by another competitor on the outside, ausing the son of Malster to lose seve ral lengths. He, however, ran second, and but for the bad start would have troubled the winner, Metal Kinthough the latter won too well to be beaten by any of the opposition.

Judging by the fast manner in which Lunoc finished in the Canterbury Handicap, the lad on top might well have made more use of him over the con-cluding half-mile. The race, however, was run in record time for the course, the mile and a quarter and 100 yards being run in 2.14½, which pans out about 2.8 for the 10 furlongs.

Unfortunate Fortunate would have been extra hard to dispose of in the Canterbury Handicap but for having to run right round the field from a rearward position. She covered more ground than any other competitor in the race. This mare was never better than at the present, and it may not be long before she catches the judge's eye first at one of our suburban meetings. Owner of Lady Wilde has taken his

Owner of Lady Wilde has taken his mare to Queensland with a view to annexing one of the big "off" handicaps. McLachlan has been engaged to steer ner, which counts big.

Mainspring has gone bung again, and he will not be further persevered with for racing purposes. 'Tis to be

with for racing purposes. 'Tis to be trusted the old slave will not be measured for a pair of shafts.

The all-conquering McLachlan rides with a bit of luck on his side, but there

is no cetting away from the fact of him being a horseman of the very first or-der. His riding of Marcotina on Saturday in the Canterbury Handicap was sparkling in the extreme, and never luring his long successful career was he seen to better advantage than on this occasion.

When such inconsistent form is displayed as was demonstrated by M.K. on Saturday at Canterbury, compared with his brilliant achievement at Rosehill, but 9 days previous to his running in the Flying Mile, can it wondered at the bookmakers' repeated successes? The Medallion gelding's performance on Saturday at Canterbury was too bad to be true, albeit he was a fair trier.

The rider of Lord Modan (Smith) tried hard to get the colt going in the early part of the Nursery Handicap on Saturday, but failed. Before the turn for home was reached, the son of St. Modan was fully a dozen lengths away from the leader, Blackpool, but he managed to run third, which, under the circumstances, was a good performance. Over a bit of distance this youngster should do well.

Blackpool is a champion stayer. Af ter traversing about 4½ furlongs at his top, he stays, and if the veracity of this is doubted just ask the punters who laid 5 to 1 on him during the running of the race for the Nursery Handicap at Canterbury last Saturday.

There is not a finer stamp of a horse at the hurdle business than War Bee, who made his initial appearance in public over the battens last Saturday at Canterbury Park. I do not like to see a stallion put to the jumping business, for reasons which are obvious, but I expect to see War Bee acquit himself well over the small sticks. He shaped splendidly on Saturday, and should be

up to scoring in good company.

The key to the game has evidently not been lost by Keys, who sent Superstition to the post in the Hurdle Race on Saturday in great trim. The aged son of His Reverence was quite at his best, consequently he had little diffi-culty in placing the prize to his own-er's account. And he'll win more, too, unless summat goes wrong.
Owing to Kelso being in Queensland,

his horses were struck out of their Canterbury engagements on Saturday. However, his henchman, Joe Wangenheim, may act for him here later on.
As Grafnax showed up well in t

Hurdle Race at Canterbury Park, it will be advisable for backers to keep their ourse optic peeled when the Grafton horse is engaged in a steeplechase.

WEDNESDAY'S RACING.

ROSEBERY PARK.

Under most auspicious circum-stances the Rosebery Racing Club held a meeting yesterday (Wednesday).

Perfect weather greeted the fixture, and a splendid attendance rewarded the club's efforts, while the racing could not well have been improved

Backers of "fancies" came wallop over the first event, the Approved Stakes, for which Royal Glen and Challenge were heavily backed, the former starting a red hot favorite.

Royal Glen is usually very bad at the post, and not once out of a dozen times does she get away with her field. On this occasion she also failed to jump away, consequently her chance of winning was snuffed at barrier rise.

Myall Queen, a 12 to 1 chance,

hopped away first, and remained in front right alon—the line, eventually winning all on by a long neck from

Horace, with Durham Court about the same distance further in the rear.

Had Horace been able to get clear when a hundred vards from the winning post, he would assuredly have gained the prize.

Some people fancied after the race that Myall Queen did not try the previous Wednesday at Ascot, but she was fair at it, so far as her owner was concerned at any rate. The Earl did not get a place, though well backed. At I expect to see him win a good race before long.

The next event was another stagger-er for supporters of fancies, as Sygnet, Ayr Loch, Remembrance, Murulla, and Cecil were all backed to win the 14-1 Handicap, won by outsider Little

The favorite was Sygnet, and she Ine favorite was Sygnet, and she led to within less than a chain from the judge's box, where Little Harry came along smart, and easily ran her down, winning full of go by a neck, then came the following: Rose E. and Cecil, the latter finishing best.

Yet another reverse for backers, the animal responsible for the bookmakers' benefit being Alfred, in the Nov-

ice Handicap.

The special fancy for the event was Heather, and it did seem to be a matter of picking up money backing her, while the race was in full swing. After running down Trelemma and Levity, on entering the straight her

rider twisted his neck round to see how the others were faring, when Al-fred came on the scene, which disturbed the former pilot's tranquility, so much indeed that he finished all over his mount, and Alfred pulled the books through be a bare whisker. It was so close that had a dead heat been declared no one could have reasonably cavilled at the verdict.

School Girl, a new one at these meetings, showed pace in the event, and

maybe she is worth watching.

However, a bad stumble at the threefurlong pole befel Heather, otherwise there would only have been one horse in the race at the right part of the journey, and that was the favorite.

Backers got home on the favorite in the Flying Welter, Ruatamala coming to their much-needed assistance.

She was backed for a power of money, as were also Alberto, Moila and Royal Flush. All the way, practically, Ruatamala had the race won, and she eventually got home comfortably nearly three lengths in front of Alberto, with Royal Flush half a length further away, and Fargo next; the latter finishing well. Royal Flush is just coming on agrain and should be beiled. ing on again and should be hailed a winner before many more tries.

A sterling little mare won the 13.3

Handicap, for which she started a particularly hot fancy. She had a very bad run, too, early, though over the last couple of furlongs her rider rush ed her along near the rails, and he succeeded in obtaining a clear passage. The mare won by a long neck from Fire Bell, who showed a rare turn of speed, and a win will be credited to her

The third mare was Lady Norah, who is also likely to mix it with the miniatures when a little more forward in condition; but I have not much faith in the balance of the field, including the top weights, though with a fair ried to-day, they may be seen to advan-

Merton Queen (favorite) won the 14.2 Handicap, but another stride past the judge's box the chestnut horse Cavalry was in front of her. The winner, however, is not quite herself, and is sure to run better when she next appears under silk.

Only five horses went to the post in the Rosebery Handicap, Reginald being a slightly better favorite than Schneider, and pubic opinion in this instance was dead on the bull's-eye, as Paginell of the post in th Reginald, after a great race, outed Schneider in the final stride, scoring by a head, with Whisper a moderate third.

Now that Schneider has shown a glimpse of his old form it should not be long before he is seen on the winning list. He looked nice and healthy and did well considering that he cut down Lady Mark and then carved out the running.

One thing noticeable about the fixture was the speedy manner in which the meeting was put through and the business done over it by the bookmakers. That there is plenty of money to be won over a horse was very patent, and when the Tommies found the luck coming their way early they bet excep-

TRAMWAY FOOTBALL.

THE LEACUE COMPETITION.

Position of Clubs.

the League competition are as follow:
Won. Lost. Drawn. Comp. Waverley . . 4 . . 0 . . Dowling-st. 2 . . 1 . .

The position of the various clubs in

owling-st. 2 .. 1 .. 1
Macquarie 1 .. 2 .. 1
Itimo ... 0 .. 4 .. 0 Ultimo Points Scored. Agst.

Waverley 59 Dowling-st.

Last Monday's matches resulted as

Waverley defeated Ultimo on Metter's ground by 4 points to 2. For the winners, Cashman and F. Allen each

kicked a penalty goal, while Clutton did likewise for Ultimo. Mr. F. J. did likewise for Ultimo. Mr. F. J. Murray made an efficient referee. The teams were:—Waverley: Ford, Cameron, Leslie (capt.), Cashman, Walker, Hoskins, Dempsey, Muldoon, Murphy, Hennessey, Allen, Bennett, and Keane. Ultimo: Donohue, Bateman, Fitzpatrick, Clutton (capt.), Comerford, Overmire, Brazier, Dunn, Hayne, Baxter, Jones, Guthrie, and Long.

Dowling-street depot and Fort Macquarie depot played a draw at the show.

quarie depot played a draw at the showground, each side scoring 8 points. For Dowling-street, tries were secured by Ackerman and Doyle, one of which was converted by Chaplin. For Fort Macquarie Lewin and Mackay got over the line, Murray converting one of the tries. Mr. A. Hennessy was referee. The teams were:—Fort Macquarie: J. Savage, Lewin, Quirk, Mackay, Nicholson, Breakwell. Ferguson, Vanderword, Vance, Thompson, Fraser, Moir, and Murray. Dowling-street: Downey, Akerman, Doyle, Chaplin, Carr, Wiley De Lourney, Doyle, Pearce, But-

The fixtures for Monday next are:—
Waverley v. Dowling-street, at the Show-round; Fort Macquarie v. Ultimo, at Metter's ground.

The English footballers, who reach

Sydney to-day (Thursday), will be present at the showground on Monday to witness the Waverley-Dowling-street

THE UNION COMPETITION.

We regret that so very little information has reached us for this issue about the Tramway Rugby Union Compatition, so well reported last Newtown defeated Waverley at the

Cricket Ground by 8 to 6, after a keen, fast game. Kerr scored a try for the winners, which Hanson converted. The latter also kicked a penalty goal. Bercey, for Waverley, was awarded a try for illegal interference, and also kick-

Associated Racing Clubs' Pony Races.

NEXT MEETINGS:

VICTORIA PARK - - WED. JUNE 1. KENSINGTON - - - WED. JUNE 8. KENSINGTON - - - SAT, JUNE 11.

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Note Number and Name Carefully—547 GEORGE STREET, SYDNEY.

SPECIAL NOTICE.

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

URGENT.

Amalgamated Railway & Tramway Association.

The New South Wales Amalgamated Railway and Tramway Service Association.

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

VIGE-PRESIDENTS:

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EXECUTIVE OFFICERS:J. STEPHENSON (Railway Traffic, Newtown).
J. GOOLEY (Tram Traffic, Newtown).

TREASURER.

F. BURKE (Paint Shops, Eveleigh).

TRUSTEES: J. QUNNINGHAM, J. JACKSON, and T. HIGGINS. J. H. CATTS, M.H.R.

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J. E. WALTERS (Washoutman, Eveleigh).
J. SPRING (Washout).

RAILWAY TRAFFIC. SNELLING (Signalman). DAVIDSON (Porter). LAWLESS (Ticket Col-MURPHY (Guard).
A. MASON (Ticket ColCUNNINGHAM (C. and J. BURNS (Ganger, Newtown). SHERIFF (Bricklayer, PASCOE (C. and W. Shop). MELVILLE (C. and W. A. SHEKIFF Banksia). E. SAVAGE (Fettler, Mortdale).
Wm. O'DONNELL (Fettler,
Rockdale).
S. KING (Fettler, Clyde). TWYFORD (Painter).
BENNETT (Interlocking)

TRAM TRAFFIC. HODGSON (Newtown Depot).
PURCELL (Newtown Depot).

Newtown A. H. Depot).

TRAMS OTHERWISE.

WALTERS (Lineman).

HORD (Lineman).

FRASER (Lineman).

MESSITER (Lineman).

PATTERSON (Erskineville).

BRANCHES.

Lecal 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.
Eskbank	A. Potter, Jamieson-st., Granville	School of Arts 2nd Thursday
Blackheath Wallerawang	Geo. Bradbury, c/o Ganger Clark c/o J. H. Catts, Trades Hall, Sydney	Waiting room 2nd Wednesday Shaw's Rooms 1st Saturday
Orange Wellington	T. Thomas, Per. Way Shops W. B. Peters, Loco., Orange	Templars' Hall 1st Friday Guards' Barracks 2nd Sunday
Dubbo	T. Gildea, Loco., Wellington Les. Thomas, Loco., Dubbo H. G. Smith, Fireman, Cowra	Protestant Hall 1st Monday Bawden's Rooms 4th Sunday Waiting Room 4th of each month
Junee	E. White, Fuelman, Harden	Railway Station 1st Saturday Waiting-room 2nd Saturday
Narrandera	E. Rochester, Goods, Narrandera H. Spratt, Loco., Picton	Railway Station 2nd Friday Old Barracks 2nd Thursday
Goulburn	R. Corish, Interlocking, Goulburn T. Godfrey, Loco., Hamilton	Railway Station 1st Saturday Oddfellows' Hall 2nd Saturday Trades Hall 4th Tuesday
Narrabri	J. J. Bailey, West Tamworth A. J. Callaghan, Narrabri West	Oddfellows' Hall, East T., 1st Sunday Railway Station 1st Thursday
Armidale	O. McDermott, Armidale	Waiting-room 3rd Saturday Caledonian Hotel 1st Saturday Class Room 1st Friday
Moree	J. Forde, Byron Siding, via Inverell J. Donnelly, Per. Way, Moree	Railway Station 4th Saturday Railway Station 1st Saturday
Albury	R. Windsor, Traffic, Singleton R. McLean, Ganger, Albury T. Linklater, Loco., Lismore	Railway Station 1st Saturday Loco. Tank House 1st Friday
Nyngan Werris Creek	J. Richardson, Per. Way, Nyngan A. D. Worrell, Pumper, Werris Creek	Railway Station 1st Thursday Railway Station 1st Friday Railway Station 1st Saturday
Gulcairn	T. Green, Per. Way, Culcairn W. Thomas Railway Station, Kiama	Railway Station 1st Friday Council Chambers 1st Saturday
Scone Erskineville	H. Court, 20 St. David s-rd. Ashhell W. C. Callister, Per. Way, Aberdeen J. Jackson, 81 Samuel-st., St. Peters.	Royal Edward Hotel 2nd Wed. Railway Station 2nd Saturday Railway Institute 2nd Wednesday
Hurstville Darling Harbour	A. E. Moore, 4 Dora-st., Hurstville A. W. Kearsley, Outwards	Council Chambers 2nd Saturday Trades Hall 1st Saturday
Newtown Ultimo Wollongong	Smith, Lineman, Ultimo Car Shed	St. George's Hall 2nd Tuesday Trades Hall 1st Tuesday Wollongong last Saturday
Newtown Tram. Junee, No. 2	J. Gooley, Tram Depot, Newtown R. Williams, Thomas-st., Junee	St. George's Hall as summoned M.U.I.O.O.F. Hall 1st Sunday
Interlocking	G. H. Stokes, Allen-st., Granville	Trades Hall 3rd Friday

NEW BRANCHES.

We have received a large petition from all grades at Hornsby asking for a branch of the Amalgamated Associa-tion to be formed. This is being at-

We have also been asked for draft of petition to apply for a new branch at Parkes. This is also receiving atten-

ARMIDALE.

The monthly meeting of the above branch was held in the Caledonian Hotel. There was a good attendance of members, the President, Mr. J. T. A. Webb. presiding.—Mr. C. A. Bartlett was admitted a member of the branch. —Letters of grievances received from Messrs. Mulheron, Egan, Pom-roy, and Dawson were dealt with and ordered to be sent on to the General Secretary to see if anything can be done to better the conditions of the men.—The matter of getting a local agent for the "Co-operator" was discussed at length, and it was resolved to leave it in the hands of the Secretary to do the best he can to get a suitable person to take it on.—It was decided that the meeting in future be held at 8 p.m. instead of 7.30.

ERSKINEVILLE.

The above branch held a committee meeting at the Railway Institute on 18th instant, ten gangs being represented. Reports were given by Messrs. Seymour, Wright, Barncastle, Dempsey, J. Jackson, Young, and S. J. Newton. Meetings were arranged for the ensuing week for Organiser W. S. Thompson. Reports from all centres were very favorable. All Per. Way fettling gangs are to be visited and arrangements made for the calling together of these men by circular. Meetings have been held at Rozelle and Randwick, the "Co-operator" being purchased freely by the service employees outside of the Association. If every member will kindly hand his copy to a friend after he has read it it would be of great assistance to the organiser. Let it be known amongst the service employees that each member of the Association will receive a copy every week, free, posted to his private address. Make the A.W.U. organisation your ideal and point out that 48,000 men are held together right throughout the Commonwealth by the circulation every week of their official Union paper. Let every member of Erskineville branch try to induce one other workmate to attend next monthly meeting, to be held on Wednesday, June 8th. in the Railway Institute.

SYDNEY No. 1.

The usual monthly meeting of the above branch was held on Thursday, 3rd May, 1910, J. W. Cunningham in the chair. A volume of correspondence was read to the meeting. A report in reference to the fatal accident of painter Brain, of Eveleigh was submitted. This was a case in which our executive had to fill the dual position of protecting the widow and family tion of protecting the widow and famiof the deceased as well as the crane driver concerned in the accident.

ter was supplied with a solicitor to have his case properly placed before the coroner's court. The prompt ac-tion of our executive was commended, and we are pleased to say that whilst the crane driver was held blameless, an earnest effort was being made to obtain reasonable compensation for the bereaved family. Much-satisfacobtain reasonable compensation for the bereaved family. Much satisfaction was expressed at the action of the Council in their demand upon members who had allowed their contributions to reach unreasonable limits of arrears. A very satisfactory response was in evidence, and we trust that all will now keep up with their payments, and thus enable the good work in the members' interests to be continued. Members employed at Randwick sought information re payment when relieving watchmen at week ends after a continuous week's work. They had a continuous week's work. unsuccessfully applied for redress. The matter was sent on to the Council. A Council advise best methods of working up a case for a Wages Board for men employed at Randwick workshops, as redress appeared to be impossible by the usual Departmental methods. Complaint was also made by men employed at paint and fitting shops, C. and W. department, Eveleigh, of evasion of awards. The Council was asked to look into the matter. The decease of the late E. W. O'Sullivan was mentioned at the meeting, and the deepest regret expressed at loss sustained to all industrial Railway and tramway men had lost a true friend, and many members regretted that some token of respect had not been in evidence at the funeral of the ex-Minister. But we hope that in the effort being made to perpetrate his memory we shall be right in the front line, and that all will join individually as well as collectively to make the effort a success. Nine new members were admitted at the

(Newcastle meeting held over.)

NEW SUBSCRIBERS.

	S.	d.
Chas. Johns	2	6
H. Sullivan	1	6
J. Hendra	2	6
J. Lowe	2	6
W. Winstanley	2	6
G. Shaw	1	6
C. L. Williams	1	6
W. J. Mackey	2	6
Mr. J. Newman	2	6
Neil Cameron	5	0
N. Gedders	5	0
Thomas Hall	1	0
Inspector Compton	5	0
A. E. Brackenreg	5	0
John Mannix	1	6
Political Labor Leavue (J. A.	138	
Hammond, Sec.)	5	0
L. Bicknell	1	6
Adin Lavender	2	6
H. Ferris	2	6
Jas. M. Swinburn	2	6
Lightning Ridge P.L.L. (I.	-	U
Brown, Hon. Sec.)	2	6
E. Dinnen	2	6
Robert Andrews	1	6
Holmesville P.L.L.	1	6
F Powell		6
E. Powell	2	1000
Dan Redmond	2	6

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

Traffic Sunday Working.—I have guards, Tramway Department?—Secre-orked 13 days, the last of which was tary Erskineville branch. worked 13 days, the last of which was a Sunday, in the period ending 28/4/10. I claim that I should be paid over-time rates for all time worked over 96 hours. I have placed the matter before the Department, but have received no satisfaction.—Signalman, Strathfield.

satisfaction.—Signalman, Strathfield.

Answer.—We think your contention is correct. The award governing signalmen's conditions, clause (1) sets out what is a working period for signalmen at Strathfield: "96 hours, divided as far as practicable into 12 days of 8 hours each." Clause (8) says that "such employees who are not on the running staff, if called upon to work on Sundays . . . shall be paid at the ordinary rate for that grade." Clause (10), dealing with overtime, says: "Pay at the rate of time and a quarter shall be paid—(a) where the ordinary hours of labor for the period are 96 hours—for all time worked by any employee to whom this award applies, who is not on the running staff

plies, who is not on the running staff.
. . . of 96 hours in the period."
Reading these clauses together the conclusions appear to be (1) The period for signalmen at Strathfield is 96 hours. (2) If a signalman is called upon to work on a Sunday in the period he is to be paid at ordinary rates. (3) If a signalman is called upon to work a 13th day in a period whether on a Sunday in the period he is to be paid at ordinary rates. 13th day in a period, whether on a Sunday or weekday, he is entitled to overtime rates at the rate of time and a quarter for all time in excess of the 96 hours in such period. We have placed the case in this way before the Department. We have a number of cases in which the same principle is involved, but are holding their treatment over pending a settlement of the above

Catekeeper's Crievances. - Gatekeeper Bowden, of Dubbo, has to attend the busiest part of the gates in the Dubbo yard from 6 a.m. to 6 p.m. daily, and Sundays if required, also attend to signals on down main line and Coonamble line, and be responsible for cleanliness of nine pairs of points. For this work he gets 5s. per day and house. Can anything be done for him?—Dubbo branch secretary.

Answer.-It certainly looks as though Gatekeeper Bowden is rather badly treated. Our advice to him is to bring his case under of the notice of the Department first himself. Then, if no redress results, let him refer the matter to the Council of the Association.

Night-Out Money. - Sevenal instances of complaints about the non-receipt of "night-out" money come to us from

Answer.—If the men will first make their own application for payment, and exhaust the Departmental remedies, then, falling redress, if the replies of the Department are sent to us, we will take the matter up and see what can be take the matter up and see what can be

Casual Fuelmen.—A fuelman was sent to Sydney to pass examination for temporary fuelman. He was appointed for six months as a temporary hand. After the six months expired he is now classed as casual. Is this permissable, and is he now entitled to all privileges? Bunyan, secretary, Eskbank.

Answer.—It has been the practise of the Department to grant full privileges to all employees who have served six

Cleaner's Application.-A man has had an application in for a cleaner's position since he was 16 years of age; he is now 25 years old, and in the antime has been appointed as a fuelman. Does his application for a cleaner still hold?—Bunyan, secretary,

Answer.—He is now too old to be appointed as a cleaner.

What Constitutes Service?-Would you kindly inform us what constitutes "service" in the railway service, whe-ther permanent only or both permanent casual -B. W. Carmody, Wilga

Answer.—For purposes of seniority in regard to promotion, which is evidently what the enquirer wishes to know, only permanent service is counted in the Department in which he is

Fuelmen and Night Work .- In accordance with the Laborers' award, fuelmen get paid 8s, for night work. If they are worked on a holiday night, should they be paid 7s. 6d. or 8s.?—

Answer.—Fuelmen should certainly not be paid less for working on a holi-day night than on an ordinary night.

Signalman's Sunday Duty.-Sunday duty at Mount Keira 3rd class signal box staff section. I sign on duty at 10 a.m. for the milk train, which I have to accompany to Mount Pleasant (about one mile), and take down barrier rails, putting them up again after the train passes, then walk back to the box and sign off at 11.15 a.m. till 5 p.m., when I again sign on for Up Pass., which I also have to accompany to Mount Pleataking barrier rails down and putting them up again after passage of train, then walk back to the box and sinn off at 6 p.m. For this duty I receive a quarter day's pay. I have written twice to the Superintendent of Lines about it, but the answer was that they could not pay more than a quarter day for it. So I would like to have your opinion on the matter?-XXX, Wollongong.

Answer.—For all time on duty on Sundays you are entitled to be paid at ordinary rates, not being less than a quarter of a day's pay.

Ballast 'C'uards' Trams.-Is the As-

PALMER'S

Answer.—We have prepared an application to the Tram Per. Way Wages Board for same rates to ballast guards as to acting gangers, and expect the Board to be shortly called together to deal with it. All ballast guards should make out a statement in support of their case in writing and in support of their case in writing, and send on to the general secretary.

Wade and Increases.—The secretary of our Eveleigh branch says it is the wish of employees in the Eveleigh running sheds that Mr. Wade should be deputationised regarding an increase of wages, in view of his recent promises re civil servants. He asks what should be done?

should be done?

Answer.—Mr. Wade's remarks were specifically applied to those who were not covered by Wages Boards legislation, such as school teachers and the police. We don't think any good result would arise from a deputation as proposed. However, the matter should be dealt with by the branch in the ordinary way and forwarded on to Council, should the branch consider it advisable.

Pumpers' Wages.—I am working 14 days of 9 hours per period, making 63 hours per week. I am being paid 8/6 per day for the 14 days. Is this correct?—Pumper, Werris Creek.

Answer.—The Loco Laborers' award provides for payment to pumpers as follows: 8s. per day for 48 hours per week, 8s. 6d. per day for 54 hours per week, and 9s. per day for 60 hours per week, and 9s. per day for 60 hours per week and over. You are, therefore, entitled to 14 days at 9s. per day, and 6 hours overtime at the same rate each

Goods Porters' Hours .- We have received a number of complaints and queries regarding the hours of goods porters at country depots. At Goulporters at country depots. At Goulburn the transhipping porters were placed on 9 hours per day after the award came into force. Then they were placed back on 10 hours. They have now been placed back again on the 9 hours day for about 8 weeks. This case has been referred to the Chief Commissioner, with a claim for one Commissioner, with a claim for one hour's overtime per day while the porters referred to were working the 10 hour day since the award. The award states: "Porters employed exstates: "Porters employed exclusively as goods porters or transhipping porters 108 hours per
fortnightly period," etc. Clause 1
(b). Some smart interpretation has
been placed on the word "exclusively."
The award cannot be evaded by sending a goods porter off his work for
half an hour per day to some other
work. We know the Wages Board will
not stand this for an instant. We are
fighting out the Goulburn case as fighting out the Goulburn case as typical of the rest. We commend this reply to enquirers at Goulburn, Leading Porter, Muswellbrook, Armidale Co-operator, and others. We will pub-lish the result of our action, when those similarly affected should remind us of

Question.—Seeing the Association need a shorthand writer and typiste, I should like my daughter to have a trial.—R.F., Sutherland,

Answer.—We should be very glad to be able to help you, and your request will be specially considered in making a selection. At the same time, the rush of work which necessitates our em rush of work which necessitates our employing another office assistant also renders it absolutely necessary that we should have a fast and experienced operator.

Acting Firemen.—Cleaners acting as fremen are only being paid firemen's rates while on the engine. While returning home as passengers they are only paid as cleaners?—Loco., New-

Answer.-We think the department rather cheeseparing in this matter, but would suggest a reference to the department or appeal in regard to some specific case. We will then see if the Commissioners endorse such a policy.

A Mistaken Dismissal.-Mr. E. E. Moss, of Harden, writes, on behalf of Alex Dryden, stating that owing to the local inspector erroneously stating that Dryden was dismissed the serivce, instead of that he was put off owing to the slackness of work as a casual fet-tler, his application for permanency as a fuelman, while employed as a casual fuelman, was returned to him with the intimation that he was no longer required as he was dismissed some time

Answer.—Unfortunately, you have no right of appeal. The only thing you can do is to make application for fresh employment. The Loco Inspector should be able to help you materially.

Signalmen's Overtime.—The branch secretary at Junee seeks information re the above, citing at length a couple of cases which appear to be rather unfair. All we can say, however, is that signal-men can certainly be booked off for Sunday duty. Sunday does not stand alone as supposed. All overtime is cal-culated on the basis of 9 hours a day, 48 hours a week, or 96 hours a fort-night, and there is no exception for Sunday duty. Then we have also to say that limit shifts can be booked off, so long as completed within 12 hours. Write again if this is not the information you require.

"Co-operator" Address.—In answer to A. Giddes, Anderton Street, Islington, who states he has not been receivin the "Co-operator" regularly, we reply that his correct private address has now been placed on the list. Should he not receive the paper regular now, he should advise when we will take up with the Postal Department.

(Continued on page 8.)

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ANNUAL RE-UNION.

SPEECHES BY PRESIDENT AND GENERAL SECRETARY.

The annual re-union of the Orange branch of the Amalgamated Railv and Tramway Association was held in the Foresters' Hall on Saturday night, there being present: Messrs. W. Davis. (President) in the chair, J. H. Catts, M.H.R., Gen. Sec. of R. and T. Assn., Cuthbert Brown, President of the Amalgamated Association and Em-Amalgamated Association and Employees' Representative on the R. and T. Appeal Board, W. B. Peters, local secretary, A. Lovett, station master, and a large number of members and their wives and friends. An apology was received from Mr. E. S. Carr, M.H.R., who was unable to attend owing to illness.

A sumptuous spread had been presented.

sumptuous spread had been pre-

The chairman, in opening proceedings, made feeling reference to the death of King Edward VII. They all knew he was termed the King of Peace; but he thought it should have been the "King of Kings." There had been no King who had such a glorious reign in the history of England as their late monarch. The death of such a grand man was not only a severe loss to Great Britain, but to

the whole of the world.

After justice had been done to the good things provided, the chairman called on Mr. Catts to address the

gathering.
AN INNOVATION.

Mr. Catts, on rising to speak, was very cordially received. He said he need hardly say that he was very glad to meet the members of the Orange to meet the members of the Orange branch again, and an innovation which he greatly appreciated was the bringing of ladies to the re-union. He would like to see the ladies take an interest in the movement, and also to see a woman's club in connection with the association. They would certainly greatly assist in the advancement of the Association. They always looked after the financial affairs much better than the men. They would safeguard than the men. They would safeguard the Association, and so help the husbands to be in a good financial position. He did not want to see the men keep things to themselves. Perhaps the majority of those present were not aware that he had spent his boyhood days in Orange, having been educated at the local public school. THE "CO-OPERATOR."

In speaking of the Association he said they had recently turned the Railway and Tramway "Review" into a way and Tramway "Review" into a weekly publication, known as "The Railway and Tramway Co-operator."
He wanted the members to take the He wanted the men.bers to take the paper home to their wives so that they could read it. He would very much like to receive sugrestions from the wives for publication in "The Co-operator." They wanted to have something in it that would be of interest to

INCREASED WACES.

Referring to the wages awards which had been secured, he said that it meant an increase of at least £100,000 in 3 years, and a small reduction in hours. The small increase each individual The small increase each individual member received may not seem much to him, but it reall- meant an increase of about £33,000 per annum. He said an investment in a union was the best thing they could go in for. In the Association there ought to be a membership of 30,000 instead of 7,000. The Association was prepared to stand to the Service, and he hoped they would be able to return them better results. He was talking to a man that daw who said he was now only worknine hours a day instead of ten; but he told the man he should have been working only eight hours a day. That gentleman was fairly entitled to claim payment for all the hours over-worked since January last. The award was like an Act of Parliament—a legal document—and the Commissioners wares laid down in the classification sheet, they could demand the rights that were laid down in these legal documents.

SERVICE UNITY.

They had been met by delegations from stationmasters and night officers saying they would like to join them. This was an age of Union organisa-tion, and when they had to fight for their rights, what they desired was that the whole of the service should be one body. It was no good one man saying his position was higher than another's. Signalmen, drivers, fettlers and gangers held the lives of the staff and others in their own hands. A negect on the part of one might cause the deaths of many. Their interests are all interlocked with one another. Their chief object was to lay down the prin-ciples of unity and amalgamation. In conclusion, he hoped their branch would prosper even more than it had done in the past (applause).

MR. C. BROWN. Mr. Brown on being called upon to speak, thanked them for the invitation to be present that night. He was never that side of Bathurst befor The last time the Orange branch had favored him with an invitation he was unable to attend owing to ill health. He heartile sympathised with the chairman's pathetic references to the late Kino. He was olad to see that all classes of political and religious bodies had joined in expressions of profound sympathy extended in connection with the death of Kin Edward VII.

FUTURE WORK.

The speaker dwelt exhaustively and in a very earnest manner on the affairs of the organisation, and of the good work it was doing. It had been said, there was nothing more to be done now that better conditions had been secured, and that the could now rest on their oars. But it requires as much to retain the conditions as it did to get them. The Association was a wo-man's question, and they should be as much concerned about it was the men. After offering some goods sound advice to the members and their wives

he again thanked them, and resumed

his seat amidst applause.

After the chairman had expressed his thanks to Messrs. Catts and Brown for their able and instructive addresses, dancing and singing were indulged in, Mr. J. Collett, night officer, presided at the piano, and entertained the company with comic songs. The re-union terminated at 12 p.m.

A MASS MEETING.

ALL CRADES REPRESENTED. The following afternoon a mass meeting of employees was held in the Unner Australian Hall, under the auspices of the local branch. The branch president, Mr. Davis, occupied the chair. There was a good attendance, all grades being represented. The

all grades being represented. The President and General Secretary of the ssociation were present to address

THE PRESIDENT.

THE PRESIDENT.

Mr. C. Brown, on rising, was received with applause. He thanked the Orange branch for its active and influential support in the recent appeal board contest. He gave some of his experiences on the Board. During the first month of his sitting on the Board, 19 cases were dealt with, and m 16 cases the appeals were upheld. (Applause.) He still advocated a reconstruction in the constitution of the Board. At present there were two offi-At present there were two officers and one representative of the men. This was certainly lop-sided, at the same time he felt he should in justice saw that the officers who sat on the Board seemed to realise the responsi-bility of their position and to seek to do justice. (Applause.)

SUPERANNUATION.

As they were aware he was the chairman of the Superannuation Committee. At the suggestion of the Chief Commissioner, the Service had a su-perannuation scheme framed. This perannuation scheme framed. This had cost £200, which the employees subscribed. This scheme was presented to the Chief Commissioner over 12 months ago, and although they had seen the Chief Commissioner several times since, they could not get any satisfaction as to the position in which the matter stood. The Service was not content with this condition of things, and steps would have to be taken to stir the matter up. He had decided to call the Superannuation Committee together in order to enable them to take stock of the position. (Applause.)

AMALCAMATION. He was still preaching Amalgama-tion, and would continue to do so to the end. He saw members of sectional Unions present. He asked them to state their objections to one Union state their objections to one Union for the Service. Surely they would not admit that it was merely a difference in the wages the men received that kept them apart. Away with such snobbishness. Let the better paid men help to raise the industrial condition of their less fortunate brethren. (Hear, hear.) He offered a cordial invitation to all grades to join the Amalgamated body. They could provide for clerical as well as waged staffs, and do justice to all grades of the Service under the Amalgamated constitution.

MR. J. H. CATTS, M.H.R. Mr. J. H. Catts, General Secretary of the Association, was warmly received, and briefly acknowledged the compliment. He paid a tribute to the good work Mr. Brown was doing on the Appeal Board, and said that as he had personally recommended Mr. Brown to large numbers of men, ha was highly gratified with the manner in which his recommendation was being ed, and briefly acknowledged the comwhich his recommendation was being

ONE INDUSTRY-ONE UNION. He spoke strongly on the wretched impotence of small sectional Unionism in the face of the organisation of letter day industry and There was a time when the Railway industry was confined to the carriage of passengers and goods. Now they had passengers and goods. Not, their departmental workshops, later their departmental workshops. From they would have service mines. From sectional organisation, the employers were more and more acknowledging the utility of industries being self contained. With this development there had to be a re-organisation of Unions to face organised capital when necessary. Sectional Unions had done some sary. Sectional Unions had done some good work in the past, but their day and generation had cone by. They might as well try and fight the up-to-date British navy with the ancient stick-pots of China, as to contend against present employers industrial organisations with worn-out sectionalism

THE PEACE FOOTING.

The organisation of any army in time of peace was based upon principles governing actual war. Unless Unionism was built upon the same basis, it was powerless in the hour of contramity to save its members from extremity to save its members from oppression. To all effective intents and purposes it was not Unionism at all. It was a fraud, a sham, a delusion. and a snare by which they were lulled into a feeling of false security. This has been proved over and over again. In every case where there should have been unity amongst sectional Unions, not even two could agree upon common action. A leader who would lead an army into battle under such circumstances, would be a wilful murderer, and so the leader who sought to convince the rank and file sought to convince the tank and me that their interests were safe with small sectional Unions simply perpetrated an unpardonable act of deception and false pretences. (Applause.)

se pretences. (Arnlause.)
IDENTITY OF INTERESTS. The Per. Way employees built the road upon which Loco, and Traffic travelled. If these were ill paid and over-worked, the lives of both Loco, and Traffic were endangered. Fancy dividing these men into heatile camps! dividing these men into hostile camps!

dividing these men into hostile camps!
Signalmen and drivers and firemen worked together. The one carried the lives of the other in the hollow of his hands. Guards and Loco. running staff were comrades in the danger of their occupation. The whole service was interlocked in their general interests.

ilege passes, principles of promotion, eyesight and hearing tests, espionage, payment for holidays, appeals, accident pay, superannuation, etc., were all matters which affected all railway and tramway employees, yet they had no means of united action in case of urgency. Any dispassionate observer must come to only one conclusion, and that in favor of the amalgamation of all those who have so much in com-mon into one great effective organisa-

SECTIONAL AUTONOMY. Under the Amalgamated constitution provision was made for the investiga-tion of sectional troubles by sectional committees in the branches. Or any 20 employees could form their own branch under the rules of the united body. On the managing council all departments elected five representatives. On the executive, there was one from each department. Sectional interests are, therefore, safeguarded at every point. They had incorporated in their constitution all that is best in sectional organisation combined with all that was best in industrial combination, by guaranteeing full sectional autonomy in sectional matters, and unity of ac-tion in regard to the great questions of common interest, where all were affected alike. This was a reasonable commendable scheme, which the whole service should embrace. (Applause)

WACES AWARDS. They had had Wages Boards constituted and awards laid down covering the Traffic, Wages Staff, Loco, Laborers, Examiners, Workshop Painters, Tram Per. Way and Quarry Employees. As pointed out the previous night, the increases secured under these awards amounted to £33,000 per annum. Besides this, they had privileges, which only previously existed as awards, becoming legal rights which could be contested at law. There were breaches of these awards continually occurring. Indeed this work was more than enough for one man to look after in itself. He had six assistants at work besides himself, which showed the necessity of all members keeping their subscriptions paid up. The maintenance of these awards y as important as securing them. They had an existence of three years, so that fresh adjustments would soon take place. These could not be satisfactory unless the whole of the men affected supported the organisation.

NEW INDUSTRIAL APPLICATIONS.

An appeal had been lodged in the An appeal had been lodged in the Industrial Court against the minimum wage and Sunday rates in the Traffic award, which was awaiting its turn on the list. They had also fresh references to the Wages Board pending. They had a board constituted covering the whole of the Per. Way wages staff, numbering the work of the property of the p numbering over 4,000 employees. was busy preparing the case, which would come on any day now. They had made a reference for the variation of the Tram Traffic award to include construction linemen. An application was before the Quarry Board for home which privilege had recently been taken away; an application a variation of the Tram Per. V award had been made, covering the conditions of ballast guards. A number of amendments were also being sought in the Traffic awards. In addition to these they were only awaiting the word from the Interlocking branch to apply for a board to cover them. They had a petition from Newcastle firemen and cleaners to have a board established for them, which had been referred to other contract. been referred to other centres. they were being met daily by officers of the service, station masters, night officers, and clerks, who felt they were being left out in the cold in the readjustment of wages and conditions. To these they said "We are ready to help you as soon as you rally round the association." They could not afford to spend hundreds of pounds on a hody of men who did not contribute their quarterly half-crowns to the general funds. But they were standing in readiness to help this section as soon as they adopted the proper atti-

A hearty vote of thanks was accord ed the speakers on the motion of Mr. H. Trueman (driver), seconded by Mr. F. Bodey (electrical), who both spoke strongly in favor of amalgamation.

CONSULTATION AND ADVICE

(Continued.)

In Difficulty Through Debt.-About 18 months ago I met with an accident through heavy lifting, and was attended by doctors for over three months, and as I have a family of seven besides myself, it has left me heavily in debt. A doctor, to whom I owe £3 3s. 11d., has reported me to the Department. who has instructed me to pay 10s. per pay off it. I have offered to pay 5s. per pay and I cannot manage any more. I am only receiving 7s. 6d. What am I to do?—Bunyan. 7s. 6d. per day.

Answer.—Make a plain statement of your case as above to the engineer-inchief, per departmental officers. If you can prove the above facts to his satisfaction. I have no doubt he will act sympathetically towards you. Unfortunately a few employees act dishonestly with tradespeople, which causes hard treatment in such cases as yours.

Cleaners and Safe Working Rules.-Are casual cleaners compelled to learn safe working rules? It has always been the custom for permanent cleaners to do so, but this casual business is a new idea and they had only two days to learn. Besides, what is the use of them learning safe working rules when they may be "bumped out" in the eyesight test when going for appointment?

—Hamilton.

Answer.-One can easily see the difference between the necessity for safe working knowledge and eyesight efficiency in casual cleaners work. They are working amongst moving engines, and it may be moving the engines at times in the various sheds. That is why the Department desire them to know the safe working rules in its ru-diments. The eyesight test is not so urgent, as they are not working where signals are in use. It seems to us that this is a departmental arrangement which does not amount to a sufficient grievance at present for us to take up with the Commissioners.

The Sick Fund.-I am instructed to ask you if the sick fund to pay members contributions who have been ill for some time, is in operation yet.— Bunyan, secretary, Eskbank.

Answer.—The rules of the proposed sick fund have not yet been received from the Registrar of Friendly Societies. Until they receive the Registrar's endorsement the fund cannot come into practice.

A Canger's Removal.—Newcastle branch submit the case of the removal of Ganger Webb, of Woongarra, for alleged unsatisfactory keeping of his length. Webb is 50 years of age and recently failed in the evesight test. has also been in bad health, having had to take off time from March 28 to

May 1. We are asked to advise as to the best course of action.

Answer.—We are sorry for Mr. Webb's trouble. He has many years of service, 15 as ganger. The Commissions of the commission of th sioners have the right under the regulations to place an employee anywhere in the Department which they think to the Department's advantage. As he has not been reduced in rank, grade, or nav we cannot appeal to the Appeal Board. However, as Webb has not exhausted departmental means of redress. as provided in the rules of the Associa-tion, we think he should follow this

Casual or Temporary Fuelmen.—Can a foreman fuelman reduce a fuelman from the temporary staff to the casual staff for no cause whatever?—New-

Answer.-We cannot see anything to contend for on the theoretical basis as set out. If an employee with less service than enquirer is treated as senior either as regards work or permanency, then a specific cause of complaint exists, when we should be consulted.

The Wrong Address Trouble.-The branch secretary at Goulburn writes complaining of "Co-operators" being addressed to the railway department. He complains of "about 50" and gives us only 5 cases to deal with. All we us only 5 cases to deal with. All we can say it that we are very anxious to get the private addresses of members. We are quite certain that every paper is posted to the address supplied to us. We will attend promptly to every case

Question .- With your kind assistance, I secured a transfer from the Interlocking Department to Traffic. I find, however, that I have been started at 6/6 per day, although receiving 7/in the Interlocking. Is this correct?—
E.A.S. Mount Victoria.

Answer.—The transfer was made at

your request to suit your convenience. To start you at 7/- would be to make you senior to all men on 6/6, although they had been in the Traffic Department longer than you. It is not considered right for an employee to carry his seniority from one department to another to the prejudice of the seniority list in that department. Under these circumstances you cannot alter the po-

Question.—I have sent in an application (electrical staff) to the Staff Committee, Redfern, for employment as operator, and would be glad of any association. istance you can afford me. - W. J. A. K.,

W. Maitland.

Answer.—I will do all I can for you.

The Staff Committee, however, deal with all such applications on their merits, so that we are not able to do much in such cases.

Question, -Several names of members whose addresses appear in butts of members' ticket books are not re-ceiving the "Co-operator." Will you please make inquiries?-T.M.G., Cul-

Answer.-We are glad this has been brought under notice. The matter will be thoroughly investigated and at-

The secretary of the Junee branch writes with reference to the effort to secure some permanent work for a young man, who, after completing nine years in the service, failed in the eyesight test, and has had but intermit-tent employment ever since, although acknowledged to be expert and reliable.

Answer.—We are bringing this matter under the notice of the Department, and hope some position not concerned with safe working will be found for

Question.—Can members of a union affiliated with the P.L.L. vote in the selection for a Labor candidate?—R.C.,

Answer.-Not unless they become members of the League—(a) by joining and pay 1/- per year, or (b) by their union paying for all their members resident in the electorate at 6d. per member.

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Orders from our friends in the country have been received, asking us to purchase from firms who are not represented in our advertisement columns Now, friends, you know the advertisement commiss. Now, friends, you know the advertiser enables us to issue our paper in such a comprehensive way, and you can influence the advertiser. Will you note this when next you order?

The Training of Eyebrows.-Eyebrows can be trained more easily than you think. If thin and scrawny make it a matter of routine to rub olive oil it a matter of routine to rub office into them thoroughly every night. Persistence is the price of success. If they be dark and join their forces above the nose, reminding you of a bandit's "lowering brow," electrolysis will usually help you out of this diffi-culty. Again, if the hairs of the eve-brows do not lie smooth, gentle brush-ing with the use of sweet oil will coax them into order.

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Staff Changes and Promotions.

RAILWAYS-APPOINTMENTS.

Locomotive Branch.-Fitters' Labor crs: William Riley, Eveleigh; Reginald White, Penrith. Shop Boys: Abraham M. Devlin, Oswald Kenny. James Garraghty, Eveleigh; James Mallett. Bathurst. Apprentice Boilermaker: Frederick Abel, Eveleigh. Telephone Boys: Phillip P. Gavin, Clyde; Sydney Pettett, Wellington. Cleaners: Harry T. White Richmond; Roy R. Ford, Kiama; Archie Willing, Patrick McGrath, Junee; Maurice Pazzi, Culcairn; William Lucas, Eskbank; Ernest Cook, Robert Rees, Wallerawang; Sidney liam Lucas, Eskbank; Ernest Cook, Robert Rees, Wallerawang; Sidney Cook Wellington. Laborers: John-Madden, Sydney. Assistant Storeman: William Reid, Harden. Fuelman: Harry Bryant, Cowra. Fitter: Herbert Rayner, Wallerawang.

Permanent Way Branch.—Fettlers: Cornelius O'Leary, Junee-Hay: Maurice Galvin, Dubbo-Coonamble; Michael J. Quinn, Parkes-Condobolin.

Traffic Branch.—Porters: Denis Lane, James Wemyss, Darling Har-

Traffic Branch.—Potters: Denis Lane, James Wemyss, Darling Harbor; Robert Shervey, Carriage Washing Sheds; William H. Brownlee, John L. Williams (re-employed), Metropolitan Relief; Thomas W. Roberts, Junee; Frederick Orr. Wagga; William H. Bitmear, Eskbank. Junior Porter: Harold P. Evans, Eskbank. Gatekeepers: Sarah Lanham, Michelago; Charlotte F. Brogan, Cooma. Probationers: Eric C. James. Thornleigh: tioners: Eric C. James, Thornleigh; Albert S. Pettit, Coolac; Herbert B. Ryan, Bethungra; Harold H. Baker,

Interlocking Branch.-Shop Boy: Al-

Rest Houses .- Rest House Attendant: Eliza Beavis, Narrabri West. PROMOTIONS.

Locomotive Branch.—Cleaners Firemen: Albert E. Blatch, Hornsby: Albert Collyer, Albert Miller, Wallace Maxwell, Eveleigh; Albert H. Power, Maxwell, Eveleigh; Albert H. Power, Richmond; William R. Nicholls, Picton; William T. Tomlinson, Goulburn; John Shield, Cowra; Herbert Tate, Cowra; Michael Seery, Narrandera; Eric Gaudry, Junee; Sidney Wayling Junee; Walter Dennis, Leo Dunne, Penrith; Sydney Hubert, Eskbank; Lewis Appleby, Bathurst; Frederick Taylor, Orange; Francis Christian, Wellington. Firemen to Drivers: Wil-Wellington. Firemen to Drivers: William King Nyngan; Percy Dennett, Harden; David Roberts, Bath John Costello, Bathurst. Labor Metal Polisher: France P. Berg Roberts, Bathurst; athurst. Laborer to leigh. Laborer to Magnesia Worker: Daniel Creer, Eveleigh. Laborer to Lifters' Assistant: William Ridge, Eveleigh. Laborer to Driller: Samuel Coxhead, John Paish, Eveleigh. Fitter to Fitter-in-charge: Stuart Henderson, Dubbo. Shop Boy to Cleaner: Wil-liam Bradshaw, Eveleigh. Call Boy to Cleaner: Edwin Hickey, Harden.

Permanent Way Branch.—Fettlers to Gangers: William Pearce, Dubbo-Coonamble; Walter Maberly, Byrock-Bre-

Traffic Branch.—Shunters to Goods Guards: John D. Vincent, Harden to Finley. Assistant Guards to Goods Guards: Anthony Walton, Waterfall to Sydney. Porter to Shunter: John G. Keefe, Goulburn. Porters to Assistant Guards: Arthur M. Walker, Sydney to Waterfall. Junior Porters to Porters: John H. Pleasance, Darling Harbor; Mark W. Whitby, Hawkesbury River to Mark W. Whitby Hawkesbury River to Gosford; William W. Jones, Sydney, Telephone Boys to Junior Porters; Francis J. Williams, McDonaldtown; William G. King, Homebush. Probationers to Junior Porters: John Curry, Seven Hills to Carriage Sheds; Charles J. Wiblin, Wimbledon to Mumbil; Roy M. Cross, Dubbo.

Interlocking Branch.—Assistant Signal Fitter to Signal Fitter: Walter Pembroke, Bathurst. Laborer to Assistant Signal Fitter: Henry Cheeseman, Newtown to Bathurst; Joseph McEvoy, Sydney to Junee.

RESIGNED OR LEFT THE SERVICE.

Locomotive Branch.—Fitter: Charles Craven, Sydney. Painter: Charles Craven, Sydney. Painter: Robert Bennett, Eveleigh. Apprentice: William McKelvey, Eveleigh. Tool Collector: Squire Brandon, Eveleigh. Brake Instructor: George Evans, Eveleigh. Pumper: Dugald Annand, Queanbeyan. Driver: James Duff, Cootamundra. Fitters' Laborer: Reginald White, Penrith.

Permanent Way Branch.—Fettler: John Fahy, Bathurst-Dubbo.

Traffic Branch.—Porters: Cuthbert V. Colemen, Darling Harbor; George H. Boswell, Sydenham. Junior Por-ters: William T. Bain, Darling Har-bor; George Hurst, Portland. Gate-keepers: Melinda M. Tynan, Michel-ago; Sara Birch, Cooma; Margaret Dick, Table Ton, Probationer: Aukres ago; Sara Birch, Cooma; Margaret Dick, Table Top. Probationer: Aubrey Ponton, Thornleigh.

DECEASED.

Stores Branch.—Leading Hand (Sheeting Shed): William Anderson, Eveleigh.

Traffic Branch.—Iunior Porter: mund C. Egan, Metropolitan Relief.

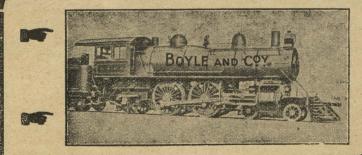
THANKS.

I desire to express thanks to the 7,000 odd who voted for me in the recent Appeal Board election. I shall do the position to which I have been elect-

CUTHBERT BROWN, Appeal Board Representative.

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