

THE RAILWAY & TRAMWAY CO-OPERATOR

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A WEEKLY NEWSPAPER FOR RAILWAY & TRAMWAY EMPLOYEES

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WITH WHICH IS INCORPORATED "THE RAILWAY AND TRAMWAY REVIEW." CONDUCTED BY J. H. CATTS, M.H.R.

Registered at the G.P.O., Sydney, for transmission by post as a newspaper.

Experts on our Staff are ready to help you. See various Depts. of the Paper

VOL. VI., No. 5.

Business Address: See Page 4.

THURSDAY, MAY 26, 1910.

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EXCHANGES WANTED.

Advertisements—3 insertions 2/6 prepaid.

FETTLER seeks exchange on either Forbes or Condobolin line. W. Toohy, 404 West Girilambone.

FETTLER, 3 miles from Lithgow, wishes Ex. Fetter, near Sydney or Tram, Per. Way, Apply W. F. Miller, Fetter, Bowenfels.

FETTLER seeks exchange, Metrop. Div. preferred. T. Dinnen, Fetter, Nubba Siding, Southern Line.

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

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.

Railway and Tramway Appeals.

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 on. 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.

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. Another 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. Rossiter, 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 Rossiter. The Board decided to remit the fine and cautioned appellant.

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

Punishment—Transferred to Eveleigh stores at 1/- per day reduction in pay.

The General Secretary of the Amalgamated R. and T. Association, Mr. H. Catts, M.H.R., appeared for the defence of appellant, against whom there was a rather serious reckoning of alleged 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.

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 bookkeeping. 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 "reiter 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 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' consideration being offered him to square matters up. On April 11, 1910, came the decision that Hassell was not fit for the position of leading storeman, and decided to remove him to Eveleigh as assistant storeman.

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 wrongly. 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 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 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 trolley 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.

Cross-examined by Mr. Catts, witness stated that appellant had the assistance of a store boy, and a laborer for 24 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.

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 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 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 assistants without any trouble.

Appellant Hassell was put in the witness box. He stated that he had no recollection of issuing any pulleys wrongly 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 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. Decision—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. 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 re-instated. 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 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 the service.

RAILWAY PIMPING.

GREAT 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 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.

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 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.

18/5/10. We have no hesitation in describing special-officer McLean's report as patty and irritating. The Department would be well advised to modify this obnoxious patty 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 intensely 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 inspectors 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 relieve the pressure. The Department are not over anxious in the matter, however, owing to the wilful misrepresentation of its intentions on the former occasion referred to. To be influenced in this direction the Commissioners would place far too much importance upon the prejudices and jealousies of a very limited number of employees.

DON'T THROW AWAY THE OLD WATCH

That you have had so long and think so much of, but send it to us.

WE ARE EXPERTS.

R. B. ORCHARD,

The Watch Repairer,

793 GEORGE STREET, SYDNEY.

AUSTRALIAN METROPOLITAN LIFE ASSURANCE COMPANY, LTD., 38 CASTLEREAGH STREET (Facing Moore Street), SYDNEY.

The Metropolitan is listed as an office in which Railway and Tramway employees may assure.

Write direct to the Company for any information upon the matter which you may desire.

THE PERMANENT WAY with us is to accept small profits, relying upon a huge turnover to compensate.

OUR MAIN LINES this week concern particularly—

RAILWAY AND TRAMWAY WORKERS

We present here two boot-types that give splendid service to those engaged in the rough and arduous work upon our Transit systems. These honest boots are designed to stand exposure to all weathers; are pliable, soft, and perfectly finished.

"Pull Up" at our Stores and ask the salesman to show them to you.

Calf Bats, Sewn Soles, with or without Cap, 6/11, 7/6, 8/11.

Glace Kid Derby Boots, Patent or Kid Cap, 9/9, 14/6.

EDWARD FAY,

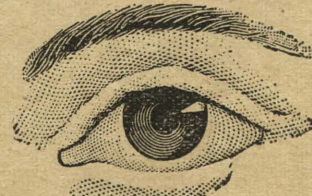
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Next Saturday—SYDNEY CRICKET GROUND, N.S. Wales v. Queensland

W. W. HILL, Sec. N.S.W. Rugby Union.

A. W. COLEMAN SENR'S CAMPHORIA THE KING OF MEDICINES. EUCALYPTOL EXTRACT

Is now an established and recognised Remedy in Coughs, Colds, Catarrh, and all Chest Complaints. Its effect is only to be felt to be appreciated. It is also specially useful in Kidney Complaints. It is manufactured solely by Mr. A. W. COLEMAN, Senr., the discoverer of Eucalyptus Extract in Australia, who has 55 years' experience behind him. Note This.—It is the only Extract without Phellandrene, and therefore does not affect the heart. Mr. Coleman's photo appears on every Bottle. Don't be humbugged with imitations. A Profitable Line for Storekeepers. Retail at 1/6 Bottle. NOTE PHOTO ON BOTTLE.

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," c/o "Railway and Tramway Co-operator," 435 Kent-st., Sydney. Send 2d. stamp for reply, otherwise queries will be answered in these columns. Send post-office orders only, and make payable to the Manager "Railway and Tramway Co-operator."

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 seems to be as much in favor as the other.

I have received several inquiries about winter coats:—What would I recommend, and what is a reasonable price? I myself prefer the full-length, tight-fitting coat, in a fine navy serge; but, of course, the semi-fitting coat is equally 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 hose, a deep violet recommended—but I think it requires a really prettily-shaped foot to show it off to advantage.

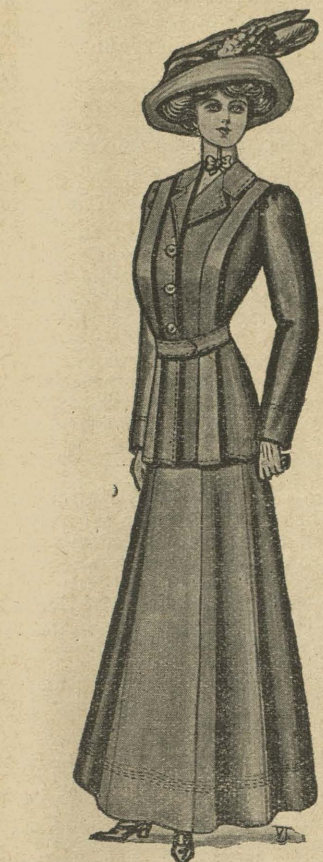
Last week I drew the attention of my lady friends to a number of lines of warm underclothing, so now I think I had better conclude that little idea with some specimens of hosiery. My! what an assortment of stockings there are to select from! All colors, all sizes, all materials, all patterns, all prices. 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 7 1/2d., 10 1/2d., 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.

GIRLS' 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 and make up.



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 satisfaction, but the tweeds look worth a lot more money than they cost.

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 bouques were ever trimmed with anything else.



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 15/6.



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 do shopping at one particular shop. This 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 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 grey 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 10/9 to 19/6. These are smartly made and finished well, and are very appropriate for the winter months.

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 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. Culcain.—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.

Scientific and Technical

Australia is not able to produce the high-class technical specialty 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 workers. We have arranged to search the whole of these productions and reprint valuable scientific and technical 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 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 with in 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 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 cut in.

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 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, and its good-order condition should be as rigidly required as that the caboose have suitable markers, hand lanterns, 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. 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 locomotive.

Recharging While Descending Grades.—"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 yet permit of making a stop in a reasonable distance, and certainly before it had exceeded the maximum established 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 limitations mentioned.

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 reservoirs.

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 reduction 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 gases distilled from the fuel, thereby saving fuel, decreasing the amount of black smoke emitted 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?"—D.F.B.

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.F.B.

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 door and try to loosen the nuts at the bottom steam pipe joint; if they cannot be loosened readily wrap some waste saturated with kerosene oil around each nut and set fire to it, pouring on a little more oil as it burns out until the nuts are nearly red-hot; 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 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 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 tightening 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 the top joint you 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 red-hot 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, put 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. Fellow, Esq. The chairman proposed the toast of "The King," which was (owing to the decease of the late King) drunk in silence. "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 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 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 department.

PORTER GRANT'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 often thought that the Association and the Commissioners are of necessity permanently at "daggers drawn." It is thus with considerable pleasure that we have now to chronicle a most praiseworthy act of grace on the part of Deputy Chief Commissioner Harper. Our readers will remember the report of late Porter James Grant in our last issue. 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 report 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.

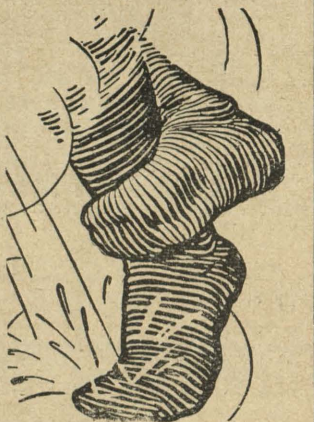
Scalds & Burns

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 Zam-Buk.

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 handy household healer."

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

PUBLISHED WEEKLY.

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Space will be given for contributions

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Whilst all our business will be con-

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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 Brit-

ain's mighty dead. In that mortuary

lie the greatest men and women of

modern times, and their memory takes

on a veritable Kingliness and Queen-

liness as we fall back upon a medita-

tion 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 compen-

sations of earthly power. Some,

like the great warrior kings of the all-

conquering British Empire, the won-

derful personalities of her political

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 in-

fluence of awakened British enthusi-

asm and gratitude compelled the re-

moval of the remains of statesman,

poet or divine from the grave of ob-

scurity to the fame of a place in the

mortuary of her mighty dead? To at-

tempt 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 in-

spiration 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 world-

wide significance, which it is impos-

sible to conceive of having been

commanded by anything less than a

truly outstanding 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 annex-

ation of South Africa and the subjug-

ation of the Boers. Yet it is admitted

to-day on every hand that King Ed-

ward's influence alone averted such

a conflagration that history has not yet

known, and that was only waiting for

the faintest spark to break out. The

great lesson of his life, we repeat, is

the greatest of all lessons—International

peace.

So far as Sydney is concerned, the

day of national mourning, on Friday

last, was observed with a truly inspir-

ing consistency. The tolling of the

church bells called our people to wor-

ship on that day; and they went, with

a singleness of purpose and a mani-

festation of loyalty which presented a

really noble spectacle. Then the

great naval and military memorial

service at Centennial Park in the af-

ternoon 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

sanguine hope for the future of the

British race.

A FEDERAL LAND TAX.

A population sufficiently large to

effectively develop its various re-

sources 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 com-

mon lot of all nations. Sooner or

later we shall be compelled to make

good our right to hold this great coun-

try. That we should do so the more

effectively, a large population is im-

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 AMENDMENTS.

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 progressive land tax to burst up land monopoly; (2) new protection; (3) unlimited jurisdiction to the Commonwealth in 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 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 parliament. The people, therefore, must grant the necessary constitutional power to deal with them or stultify their recent emphatic expression of opinion at the ballot box.

THE LAND TAX.

The Federal Parliament has constitutional power "to make laws for the peace, 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 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 "concur," and Mr. Justice O'Connor never differs from these two, there would seem a majority for a conservative interpretation. It would be interesting if Chief Justice Griffith could impartially prepare a judgment, both for and against, on this constitutional issue. It should be interesting reading. With what force could he argue that as long as the graduated land tax was imposed upon all estates throughout the Commonwealth, 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 to be placed upon the powers of the High Court in this respect by granting sufficiently wide constitutional powers to place the matter for ever beyond doubt.

NEW PROTECTION.

In the case of the new protection, the Federal Parliament sought to make good wages and conditions actually realisable in protected industries by the 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 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 protection which protects the manufacturer, 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 early 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 Commonwealth with respect to conciliation and arbitration for the prevention and settlement of industrial disputes extending beyond the limits of any one State." An amendment of the constitution is needed to delete the words "extending beyond the limits of any one State." It is quite likely that there will be legislation amending the Federal Arbitration Act extending its powers in regard to conciliation, grant-

ing 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 electors.

NATIONALISATION OF MONOPOLIES.

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 preventing 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 refuse registration and penalise non-registration by rendering the cheques, promissory 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 monopolies, much good and effective work can be done in the direction of regulation. Indeed, it would seem a preliminary step to nationalisation to give these trading corporations a chance to 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 will be carried. Federal arbitration will be amplified within the limits of the constitution 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 Federation, our first step towards reform must be an engagement with conservatism, 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 ever-green 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.

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 down for them, but these refuse to act like upright beings and stand by the men who stood by them.

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 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 contrary 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 necessitating representation at the Appeal Board, placed his case in the hands of the Amalgamated Association—and won.

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. 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 proposals 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 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 Prior 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 Association.

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 enteric fever, viz.: Messrs. G. Bax, G. Vile and E. Mason. Mr. Mason, as a matter of fact, is at present reported to be dangerously 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 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. At the 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 plainest features beauty. You cannot alter your features; but you can alter your teeth, and obtain the beauty intended 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 painful 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 '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 suggestion given by us in last issue, but 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 us. It is plain that while an officer was writing up on the board the names of employees for whom letters or papers were waiting, he could place the letters or papers themselves in the rack, and get 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 make 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 departmental 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 fettle employed in a Per. Way extra gang at Katoomba named Stroan (recently from Riverstone), was injured by a rail falling 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 by the afternoon train to Penrith Hospital.

SPENCER'S THEATRESCOPE CO.

We are asked to notify that Mr. Spencer 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 programme this week is an excellent one, 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 cleanliness? 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 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 a 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, in-cog. We hope the above evil will be remedied at once, and no one more so than

23/5/10.

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 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 felt, no doubt, that such a combination 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 their 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 rogues 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 secretary, who was nominated for the Council. Mr. Walters was already a Councillor.

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Oats
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How to Increase Your Wages.

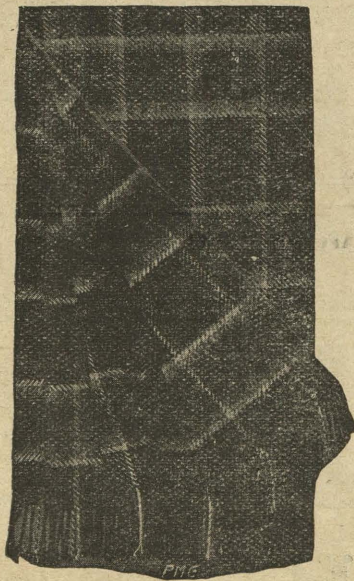
We are in a position to increase the purchasing power of your wages by at least 10 per cent. We have expert shoppers who can select your groceries, ironmongery, crockery, wearables of all kinds, toilet requisites, furniture, jewelry, and electro-plate, musical instruments, etc., at the best and cheapest 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!!!

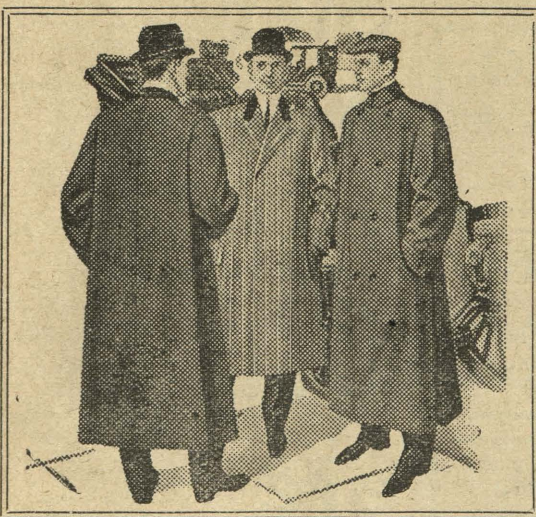
This department is for you. I know you are aware of that fact, but has it gripped you yet, as it will pay you to allow it to grip you? It is my object to try and show you in this column that you can effect an increase in your wages. Of course you know that the spending power of your wages altogether depends upon where you spend it. If you spend it at the corner pub, its power is worth but a skiff of bad temper, sore-head, and domestic trouble; if you spend it on the gee-gee its power is worth motor-cars and high living for the "fraternity." Of course you 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 out how to live and grow on the smallest 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 slapped him heartily on the back, and said cheerily: "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 shopping as to leave a sufficient margin for at least one more than there used to be, and then not 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 it a trial, too.

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/-.



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Trades Hall, Sydney.

DEAR SIR,

Please add my name to your list of "Co-Operator" Subscribers for which I enclose Postal Order made payable to you for

My correct name and address for postal purposes is:-

NAME _____

ADDRESS _____

(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 stoutheists' 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 withdraw. 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. The promoters were not in the least blameable.

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 "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 Foggland 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 himself as being delighted with Australia. "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 it?"

The following were the triumphs and troubles in League circles last Saturday:

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 Eastern Suburbs against South Sydney, he scored the whole 10 points notched by his side. Out of eight free kicks he booted the inflated cowhide successfully over the bar on five 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 Glebe, and piled up ten points against them. Glebe, though, emerged triumphant, winning by 17 to 10.

What a fall! What a fall! On their own dunghill, and with all the local ladies watching 'em, the North Shore boys were grieved 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 casualties.

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, virginal, wild and gory tourney ever seen in the old Palace of Stouish. Bull O'Connor and Paddy Bowland, it will be remembered, put up a Titanic tussle. All round that year was a great one, so far as sport went, in the service. The swimming, running, boxing, cricketing games were just booming. Then came the deplorable strike, and matters went bung, and have not yet managed to properly pull themselves together.

The Turf: Notes and Selections

(By "Musket.")

Lunoc should be worth an investment 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 unless it is as a Zoo candidate.

Loadstar all but came down when jumping the hurdle opposite the stand in the first time round at Canterbury on Saturday, his rider 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 long 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 handsomely by several lengths.

Just as a start was effected for the Flying Mile, Torula was crossed by another competitor on the outside, causing the son of Malster to lose several lengths. He, however, ran second, and but for the bad start would have troubled the winner, Metal King, though 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 concluding half-mile. The race, however, was run in record time for the course, the mile and a quarter and 100 yards being run in 2.14, which pans out about 2.8 for the 10 furlongs.

Syd. Kemp states that his money is awaiting, and he is doing ditto, for Bob Hopping, the tramway water-wall-roller. The conditions are to be in heavy boats. Writer is informed that Roberto will cover Syd's wager at an 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. It drew same up so that its big matches 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 sections.

After Monday night's fight between Ranji Burns and Mike Williams, the curtain 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.

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 flyin' 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 up to the above trio to give them (the sports) a benefit, considering the consistent 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 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. Johnson 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 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.

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 mare to Queensland with a view to annexing one of the big "off" handicaps. McLachlan has been engaged to steer her, which counts big.

Mainspring has gone bung again, and he will not be further persevered 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 getting away from the fact of him being a horseman of the very first order. His riding of Marcotina on Saturday in the Canterbury Handicap was sparkling in the extreme, and never during 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 be 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. After 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 at 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 difficulty in placing the prize to his own credit. And he'll win more, too, unless summit goes wrong.

Owing to Kelsie 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 Grafax showed up well in the Hurdle Race at Canterbury Park, it will be advisable for backers to keep their course optic peeled when the Grafton horse is engaged in a steeplechase.

WEDNESDAY'S RACING.

ROSEBERY PARK.

Under most auspicious circumstances 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 upon.

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 along 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 yards 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 staggerer for supporters of fancies, as Sygnet, Ayer Loch, Remembrance, Murulla, and Cecil were all backed to win the 14-1 Handicap, won by outsider Little Harry.

The 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 Novice 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 Alfred 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 to 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 three-furlong 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 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 rushed 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 soon.

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Who has practised in Sydney successfully for 25 years.
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Cure Lost Vitality, Nervous Weakness, Brain Fag, Melancholia, and give vim and vigor to the Nerve System. 6/-; Rheumatic Tablets, 2/6; Pile Tablets, 2/6; Universal Tablets, cure for all Female Diseases, 2/6.
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.

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 lump off their backs to what they carried to-day, they may be seen to advantage.

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 public opinion in this instance was dead on the bull's-eye, as 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 exceptionally well.

TRAMWAY FOOTBALL.

THE LEAGUE COMPETITION.

Position of Clubs.

The position of the various clubs in the League competition are as follow:

Won.	Lost.	Drawn.	Comp.	Points.
Waverley	4	0	0	8
Dowling-st.	2	1	1	5
F. Macquarie	1	2	1	3
Ultimo	0	4	0	0

Points Scored.

	For.	Agst.
Waverley	59	6
Dowling-st.	38	16
Fort Macquarie	29	24
Ultimo	19	62

The President, Mr. J. Shearer, has promised to donate a shield to be competed for by the depots in the competition.

Last Monday's matches resulted as follows:—

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. Murray made an efficient referee. The teams were:—Waverley: Ford, Cameron, Leslie (capt.), Cashman, Walker, Hoskins, Dempsey, Muldoon, Murphy, Hennessy, 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-ground, each side scoring 3 points. For Dowling-street, tries were scored 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, Vanderwood, Vance, Thompson, Fraser, Moir, and Murray. Dowling-street: Downey, Ackerman, Doyle, Chaplin, Carr, Wiley, De Lounney, Doyle, Pearce, Butler, Ritson, Ratney, Girdles.

The fixtures for Monday next are:—Waverley v. Dowling-street, at the Show-ground; 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 match.

THE UNION COMPETITION.

We regret that so very little information has reached us for this issue about the Tramway Rugby Union Competition, so well reported last week.

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 kicked a penalty goal.

Associated Racing Clubs' Pony Races.

NEXT MEETINGS:

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

J. UNDERHILL, Sec.,
Phone 2082. 11 Elizabeth Street.

THE Amalgamated Railway & Tramway Association.

The New South Wales Amalgamated Railway and Tramway Service Association.

Established 1886.
(Registered under the Trade Union Act of 1881 and Industrial Disputes Act of 1908.)
PRESIDENT: C. BROWN (Loco., Granville).
VICE-PRESIDENTS: E. D. CAMPBELL (Per. Way, Rockdale). T. FLYNN (Tram. Per. Way, Erskineville).
EXECUTIVE OFFICERS: J. STEPHENSON (Railway Traffic, Newtown). J. GOOLEY (Tram Traffic, Newtown).
TREASURER: F. BURKE (Painter Shop, Eveleigh).
GENERAL SECRETARY: J. H. CATTS, M.L.R.
TRUSTEES: J. CUNNINGHAM, J. JACKSON, and T. HIGGINS.

COUNCIL.		
LOCO. RUNNING. A. HUNT (Driver). S. R. BRADY (Tool Collector). H. WORDSWORTH (Fuelman, Eveleigh). J. E. WALTERS (Washoutman, Eveleigh). J. SPRING (Washout).	LOCO. MECHANICAL. J. CUNNINGHAM (C. and W. Shop). J. PASCOE (C. and W. Shop). J. MELVILLE (C. and W. Shop). T. TWYFORD (Painter). E. BENNETT (Interlocking).	RAILWAY PER. WAY. J. BURNS (Ganger, New Town). A. SHERIFF (Bricklayer, Banksia). E. SAVAGE (Fettler, Mortdale). Wm. O'DONNELL (Fettler, Rockdale). S. KING (Fettler, Clyde).
RAILWAY TRAFFIC. J. SNELLING (Signalman). K. DAVIDSON (Porter). E. LAWLESS (Ticket Collector). E. MURPHY (Guard). L. A. MASON (Ticket Collector).	TRAM TRAFFIC. J. HODGSON (Newtown Depot). J. PURCELL (Newtown Depot). W. HARDING (Newtown Depot).	TRANS OTHERWISE. J. WALTERS (Lineman). A. HORD (Lineman). H. FRASER (Lineman). A. MESSITER (Lineman). H. PATTERSON (Erskineville).

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

Branch.	Secretary's Name and Address.	Place and Time of Meeting.
Sydney	J. Gerrard, Turning Shops, Eveleigh	Trades Hall 1st Thursday
Granville	A. Potter, Jamieson-st., Granville	School of Arts 2nd Thursday
Penrith	G. T. Howe, Loco., Penrith	W. I. Brooks residence 3rd Sunday
Eschbank	G. Bunyan, Examiner, Eschbank	Waiting-room 2nd Wednesday
Blackheath	Geo. Bradbury, c/o Ganger Clark	Temple's Hall 1st Saturday
Wallarawang	c/o J. H. Catts, Trades Hall, Sydney	Guards' Barracks 2nd Sunday
Bathurst	T. Thomas, Per. Way Shops	Protestant Hall 1st Monday
Orange	W. B. Peters, Loco., Orange	Bowden's Rooms 4th Sunday
Wellington	T. Gildea, Loco., Wellington	Waiting Room 4th of each month
Dubbo	Les. Thomas, Loco., Dubbo	Railway Station 1st Saturday
Cowra	H. G. Smith, Fireman, Cowra	Waiting-room 2nd Saturday
Harden	E. White, Fuelman, Harden	Railway Station 2nd Friday
Junee	W. Nichols, Per. Way, Junee	Railway Station 2nd Friday
Narrandera	E. Rochester, Goods, Narrandera	Railway Station 2nd Thursday
Pictou	H. Spratt, Loco., Pictou	Railway Station 1st Saturday
Cootamundra	Hy. Jones, Traffic, Cootamundra	Oddfellow's Hall 2nd Saturday
Goulburn	R. Corish, Interlocking, Goulburn	Trades Hall 4th Tuesday
Newcastle	T. Godfrey, Loco., Hamilton	Old Barracks 2nd Thursday
Tamworth	J. J. Bailey, West Tamworth	Railway Station, East T. 1st Saturday
Narrabri	A. J. Callaghan, Narrabri West	Waiting-room 3rd Saturday
Queanbeyan	D. Annand, Per. Way, Queanbeyan	Caledonian Hotel 1st Saturday
Armidale	O. McDermott, Armidale	Railway Station 1st Friday
Murrumbidgee	B. Dugan, Loco., Murrumbidgee	Railway Station 4th Saturday
Inverell	J. Forde, Byron Siding, via Inverell	Railway Station 1st Saturday
Moree	J. Donnelly, Per. Way, Moree	Railway Station 1st Saturday
Singleton	R. Windsor, Traffic, Singleton	Railway Station 1st Saturday
Albury	R. McLean, Ganger, Albury	Loco. Tank House 1st Friday
Lismore	T. Linklater, Loco., Lismore	Railway Station 1st Friday
Nyngan	J. Richardson, Per. Way, Nyngan	Railway Station 1st Friday
Werris Creek	A. D. Worrell, Pumper, Werris Creek	Railway Station 1st Saturday
Calcutra	T. Green, Per. Way, Calcutra	Railway Station 1st Friday
Kiama	W. Thomas, Railway Station, Kiama	Council Chambers 1st Saturday
Eveleigh	H. Court, 20 St. David-st., Sydney	Royal Edward Hotel 2nd Wed.
Scots	W. C. Callister, Per. Way, Aberdeen	Railway Station 2nd Saturday
Erskineville	J. Jackson, 81 Samuel-st., St. Peters	Railway Institute 2nd Wednesday
Hurstville	A. D. Moore, 4 Do-st., Hurstville	Council Chambers 2nd Saturday
Darling Harbour	A. W. Kearley, Outwards	Trades Hall 1st Saturday
Newtown	E. Lawless, Ticket Collector, Sydney	St. George's Hall 2nd Tuesday
Ultimo	Smith, Lineman, Ultimo, Car Shed	Trades Hall 2nd Tuesday
Wollongong	J. Buehler, Per. Way, Tarraganna	Wollongong 1st Saturday
Newtown Tram	W. Gooley, Tram Depot, Newtown	St. George's Hall 4th Saturday
Junee, No. 2	R. Williams, Thomas-st., Junee	M.U.L.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 Association to be formed. This is being attended to.

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

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. Mulherson, Egan, Pomroy, 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 of the deceased as well as the crane driver concerned in the accident. The general secretary personally watched the interests of the former, and the lat-

ter was supplied with a solicitor to have his case properly placed before the coroner's court. The prompt action 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 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 unsuccessfully applied for redress. The matter was sent on to the Council. A further request was also made that 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 the loss sustained to all industrial classes. 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 meeting. (Newcastle meeting held over.)

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

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 question on separate sheet of paper, and address to J. H. CATTS, M.L.R., Trades Hall, Sydney.

Traffic Sunday Working.—I have worked 13 days, the last of which was a Sunday, in the period ending 28/4/10. I claim that I should be paid overtime rates for all time worked over 96 hours. I have placed the matter before the Department, but have received no 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 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 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 case.

Gatekeeper's Grievances.—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 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.—Several instances of complaints about the non-receipt of "night-out" money come to us from Granville.

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

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 permissible, and is he now entitled to all privileges? Bunyan, secretary, Eschbank.

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

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 meantime has been appointed as a fuelman. Does his application for a cleaner still hold?—Bunyan, secretary, Eschbank.

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, whether permanent only or both permanent and casual?—B. W. Carmody, Wilga Tank.

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 engaged.

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.?—Eschbank.

Answer.—Fuelmen should certainly not be paid less for working on a holiday 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 sign on for Up Pass, which I also have to accompany to Mount Pleasant, taking barrier rails down and putting them up again after passage of train, then walk back to the box and sign 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 Guards' Trams.—Is the Association doing anything with regard to securing higher rates for ballast

guards, Tramway Department?—Secretary Erskineville branch.

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 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?

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 over. You are, therefore, entitled to 14 days at 9s. per day, and 6 hours overtime at the same rate each period.

Goods Porters' Hours.—We have received a number of complaints and queries regarding the hours of goods porters 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 hour's overtime per day while the porters referred to were working the 10 hour day since the award. The award states: "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 typical of the rest. We commend this reply to enquirers at Goulburn, Leading Porter, Muswellbrook, Armidale Co-operator, and others. We will publish the result of our action, when those similarly affected should remind us of their cases.

Question.—Seeing the Association need a shorthand writer and typist, 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 employing another office assistant also renders it absolutely necessary that we should have a fast and experienced operator.

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

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 service, instead of that he was put off owing to the slackness of work as a casual fitter, 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 ago.

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 signalmen can certainly be booked off for Sunday duty. Sunday does not stand alone as supposed. All overtime is calculated on the basis of 9 hours a day, 48 hours a week, or 96 hours a fortnight, 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 receiving 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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Organising at Orange.

ANNUAL RE-UNION.

SPEECHES BY PRESIDENT AND GENERAL SECRETARY.

The annual re-union of the Orange branch of the Amalgamated Railway 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 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 prepared.

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 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 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 weekly publication, known as "The Railway and Tramway Co-operator." He wanted the members to take the paper home to their wives so that they could read it. He would very much like to receive suggestions from the wives for publication in "The Co-operator." They wanted to have something in it that would be of interest to women as well as to men.

INCREASED WAGES.

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 member received may not seem much to him, but it really meant an increase of about £33,000 per annum. He said an investment in a union was the best thing they could do 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 day who said he was now only working nine 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 overworked since January last. The award was like an Act of Parliament—a legal document—and the Commissioners could not affect it. Instead of having wages 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 organisation, 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, fitters and gangers held the lives of the staff and others in their own hands. A neglect 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 principles 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 before. The last time the Orange branch had favored him with an invitation he was unable to attend owing to ill health. He heartily sympathised with the chairman's pathetic references to the late King. He was glad to see that all classes of political and religious bodies had joined in expressions of profound sympathy extended in connection with the death of King 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 they 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 woman's question, and they should be as much concerned about it as the men. After offering some good 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 GRADES REPRESENTED.

The following afternoon a mass meeting of employees was held in the Upper 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 President and General Secretary of the Association were present to address the meeting.

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 in 16 cases the appeals were upheld. (Applause.) He still advocated a reconstruction in the constitution of the Board. 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 say that the officers who sat on the Board seemed to realise the responsibility 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 superannuation 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.)

AMALGAMATION.

He was still preaching Amalgamation, 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 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 snobishness. 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. (Applause.)

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, he was highly gratified with the manner in which his recommendation was being honored. (Hear, hear.)

ONE INDUSTRY—ONE UNION.

He spoke strongly on the wretched impotence of small sectional Unionism in the face of the organisation of latter day industry and capitalism. There was a time when the Railway industry was confined to the carriage of passengers and goods. Now they had their departmental workshops, later 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 good work in the past, but their day and generation had come 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 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 that their interests were safe with small sectional Unions simply perpetrated an unpardonable act of deception and false pretences. (Applause.)

IDENTITY OF INTERESTS.

The Per. Way employees built the road upon which Loco, and Traffic travelled. If these were ill paid and overworked, the lives of both Loco, and Traffic were endangered. Fancy 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.

The questions of annual and privilege 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 common into one great effective organisation.

SECTIONAL AUTONOMY.

Under the Amalgamated constitution provision was made for the investigation 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 action 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.)

WAGES 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 an act of grace, incorporated into these 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 was 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 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 over 4,000 employees. He 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 passes, which privilege had recently been taken away; an application for a variation of the Tram Per. Way 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 centres. Then 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 body 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 attitude towards the association. (Applause.)

A hearty vote of thanks was accorded to 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. per day. What am I to do?—Bunyan.

Answer.—Make a plain statement of your case as above to the engineer-in-chief, 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 rudiments. 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 operation.

A Ganger'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 eyesight test. He 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 Commissioners 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 pay we cannot appeal to the Appeal Board. However, as Webb has not exhausted departmental means of redress, as provided in the rules of the Association, we think he should follow this course.

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

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 can say is 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 brought under our notice.

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 position.

Question.—I have sent in an application (electrical staff) to the Staff Committee, Redfern, for employment as operator, and would be glad of any assistance 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 receiving the "Co-operator." Will you please make inquiries?—T.M.G., Culcairn.

Answer.—We are glad this has been brought under notice. The matter will be thoroughly investigated and attended to.

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 intermittent 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 him.

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

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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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 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 difficulty. Again, if the hairs of the eyebrows do not lie smooth, gentle brushing with the use of sweet oil will coax them into order.

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Staff Changes and Promotions.

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

RAILWAYS—APPOINTMENTS.

Locomotive Branch.—Fitters: Laborers: William Riley, Eveleigh; Reginald White, Penrith. Shop Boys: Abraham M. Devlin, Oswald Kenny, James Garaghty, 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 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 Harbor; Robert Sherry, Carriage Washing Sheds; William H. Brownlee, John L. Williams (re-employed), Metropolitan Relief; Thomas W. Roberts, Junee; Frederick Orr, Wagga; William H. Bimmar, Eskbank. Junior Porter: Harold P. Evans, Eskbank. Gatekeepers: Sarah Latham, Michelago; Charlotte F. Brogan, Cooma. Probationers: Eric C. James, Thornleigh; Albert S. Pettit, Coolac; Herbert B. Ryan, Bethunga; Harold H. Baker, Glenbrook.

Interlocking Branch.—Shop Boy: Albert Cole, Sydney.

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

PROMOTIONS.

Locomotive Branch.—Cleaners to Firemen: Albert E. Blatch, Hornsby; Albert Collyer, Albert Miller, Wallace 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 Wainly, Junee; Walter Dennis, Leo Dunne, Penrith; Sydney Hubert, Eskbank; Lewis Appleby, Bathurst; Frederick Taylor, Orange; Francis Christian, Wellington. Firemen to Drivers: William Kine Nyngan; Percy Dennett, Harden; David Roberts, Bathurst; John Costello, Bathurst. Laborer to Metal Polisher: France P. Bere, Eveleigh. 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: William Bradshaw, Eveleigh. Call Boy to Cleaner: Edwin Hickey, Harden.

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

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 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. Wilkin, 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: 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. Coleman, Darling Harbor; George H. Boswell, Sydneyham. Junior Porters: William T. Bain, Darling Harbor; George Hurst, Portland. Gatekeepers: Melinda M. Tynan, Michelago; Sara Birch, Cooma; Margaret Dick, Table Top. Probationer: Aubrey Ponton, Thornleigh.

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

Traffic Branch.—Junior Porter: Edmund 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 my utmost to honor their confidence in the position to which I have been elected.

CUTHBERT BROWN,
Appeal Board Representative.

THE BEST AUSTRALIAN BOOK. WHY DOHERTY DIED (New Edition.)

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