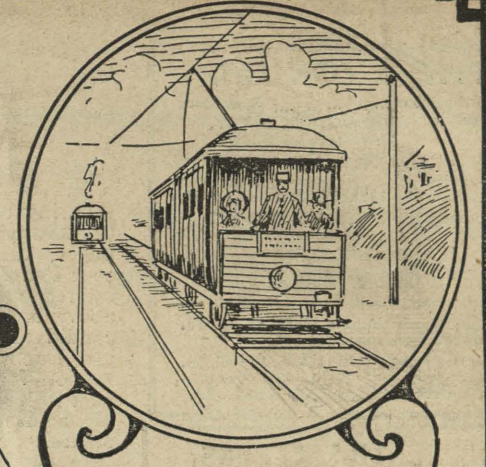
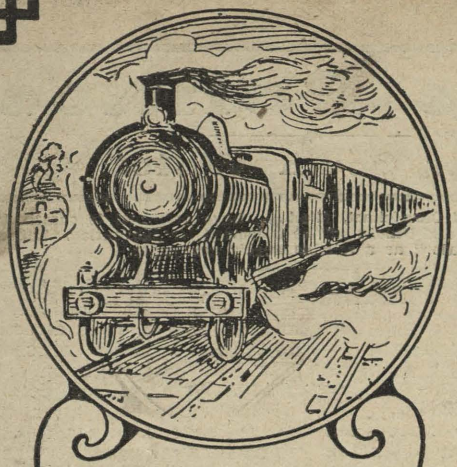


THE RAILWAY & TRAMWAY CO-OPERATOR.



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THURSDAY, JUNE 23, 1910.

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ONE PENNY.

PRESS GALLERY NOTES.

THE NO CONFIDENCE DEBATE.

After 7½ months of recess, the State Parliament has entered its final session, and has been asked by the Government to consider a programme, which, under the most favorable circumstances, would take about three years to carry out.

The feverish anxiety of the Government to do great things for the country is in striking contrast to their feeble efforts for the last three years. The Parliament only sat last year for about five months, and this year will have a session of two months, and the country naturally asks, why? If the great forward policy of the Government is seriously intended why has Parliament been kept in constant recess? and when sitting why was its time frittered away in the consideration of a score of minor bills which had kept back the reforms which the Government now professes to be anxious to push through?

Proceedings opened with speeches by Sir James Graham and Mr. Davidson, two of the most capable debaters on the Government side. The Government supporters were in a somewhat hysterical condition, and every point scored against the opposition, however feeble, was greeted with frenzied cheers by the Ministerialists. Sir James Graham was evidently uncomfortable, and every reference to the fatal 13th April caused him to stumble in his periods.

Mr. McGowen followed, and was in great fighting form. He made telling indictments on the Government's handling of the coal strike. At the outset, the Premier splendidly assumed indignation, and asked him to justify his statement that the Government was the worst Government that New South Wales had ever had. The challenge was immediately accepted, but the moment the Opposition Leader began to score the Government men gradually crept out of the chamber, and the bulk of the speech was delivered to full opposition benches with an odd Government supporter in the background.

One of the most shameful features of the present Parliament is the refusal of Government supporters to listen to criticism. The moment they realise that an Opposition member is out for a fighting speech they slink one by one to the various recesses at the back of the chamber and return only when one of their own supporters rises to reply.

McGowen's handling of the coal strike episode was forcible and effective, and evoked a storm of interjections from the Premier. "Play the game," was the Premier's insistent cry, and every criticism was met by a perpetual repetition of this phrase.

The Opposition Leader was particularly effective in showing that the distrust of arbitration in mining centres arose from the deliberate way in which the Carruthers' Government "sandbagged" the old Arbitration Act. There was no body of men, the Speaker said, who were so willing at the outset to accept arbitration as the coalminers. At the outset they were met with long and tedious delays, enormous legal expenses in fighting prohibitions, and ultimately the very word of arbitration stank in the nostrils of every coalminer. For every delay the preceding Government was responsible. If a judge was sick no relieving one was appointed; when a judge retired the appointment of his successor was kept back for over three months; every time the High Court granted a writ of prohibition and held up the business of the Arbitration Court no amendment of the Act was offered. For seven years the Act was allowed to drag on, and when it expired coalminers regarded the whole system as a farce. The Industrial Disputes Act, as introduced by the Premier, was a dangerous and ill-considered measure, and on the first light of criticism was withdrawn by the Wade Government, and another Bill brought in. Various other amendments were afterwards made and whatever benefits have been derived from the measure were solely attributable to the amendments which the Opposition secured. The ineptitude of the Government in dealing with the land question; the brutality of the Industrial Disputes Act, and the way in which it had been passed, were dealt with, and amidst the cheers of his party Mr. McGowen gave way to the Premier.

The Premier was also in good fighting form, and in spite of his persistent interjections while Mr. McGowen was speaking, showed childish resentment at the outset with the slightest comment made by Opposition supporters, while he was speaking. The main line of argument adopted was an attempt to prove that Opposition members had supported penal provisions in the first Industrial Disputes Act, and to achieve that end the Premier used a method for which he has become notorious. For instance, he quoted from an early speech made by the Member for Blayney, but instead of reading the whole paragraph picked out one sentence which, without the context, conveyed an entirely opposite impression to what was conveyed by the speech as a whole. A veiled threat was made that if the Opposition did not discontinue its tactics on the Industrial Disputes Act certain "revelations" would be made. The chamber was full of dark hints as to what the Premier could do. Subsequent statements on the same point were made with a constant demand from Opposition members to speak plainly and not rely on innuendoes, but the challenge was not accepted. The Premier then intimated that he really meant to carry out the programme he had submitted. It would be done, he said, if no time were wasted, and then continued his speech for another two hours. When the Premier had finished his followers trooped out of the chamber and left Mr. Holman, who followed, to talk to his own party.

The Deputy Labor Leader has seldom been heard to better advantage. In good voice, he was soon at work, tearing to pieces the specious contentions of the Premier relating to the Industrial Disputes Act. The measure made a serious inroad on the liberties of the people, and would be a most dangerous precedent. It did not stop the strike, but only embittered and prolonged it. The only method of stopping the strike—that of forcing the employers into a conference with the miners—had been disregarded, and the sum total of the Ministry's efforts had been to add a few more new crimes to the long list of penal remedies for which the Government had become famous. Referring to the downfall of the 13th April, Mr. Holman was particularly effective in his criticism of the daily press. The press, he said, had lost its influence on account of the sudden awakening of the public to the fact that they were being misled. Up to a point newspapers could exercise great power, but when it became apparent they were trying to down a party by a policy of misrepresentation that power ceased.

On the last night of the debate, Mr. Dacey led off with a detailed statement of the recent appointment of the new Comptroller-General of Prisons. With all the information carefully collected, the Member for Botany made out a strong case of the misuse by the Premier of his power. One man who on his record was eminently fitted for this position, had been passed over on some flimsy pretext to make way for a distinguished member of the Australian Club, who had no special qualifications. This appointment had struck a serious blow at the stability of the Public Service, and had raised a feeling of distrust.

Mr. Edden followed with a fine appeal on behalf of the Newcastle miners and their leaders who were in gaol. The House listened with respectful attention to the rugged eloquence of the Newcastle representative.

After that the deluge. The member for Orange, Mr. J. C. L. Fitzpatrick secured the Speaker's eye. For three and a half hours he chattered on a variety of topics amidst a running fire of interjections from the Opposition. The chosen of Orange has no method, and not much scruple. His speeches begin anywhere. Every quarter of an hour the House thinks his speech is about to end. He then branches off to a new topic, and with a little judicious interjection could have been kept talking the whole night. He finally finished after 3½ hours' running, and then only when the white and angry face of the Premier convinced him that he would get into trouble with his party unless he turned his torrent of disjointed talk off. At the outset some sensation was caused by the Member for Orange announcing that he had some fearful disclosures to make. He could say a lot if he liked, but when urged to say

what he knew he finally broke out with a statement that some of the Newcastle representatives had asked for the gaoling of Peter Bowling. He then said it was not Mr. Edden, and when Mr. Graham challenged him it was not him. Subsequently he said it was Mr. Graham, but he had not any proof because the source of his information was confidential. On being further pressed he hinted that the confidential matter was in the confidence of the Premier, and the members of the Opposition concerned immediately challenged the Premier to speak openly, and released him from any ob-

ligation as to secrecy. But the challenge was not accepted. The whole incident was a storm in a tea cup, and one which was characteristic of the elect of the Western fruit-growing districts. Time after time the gentleman has hinted at mysterious relations he could make, but when brought up to the scratch generally backs down by saying his information is confidential and cannot be disclosed. The Premier was evidently very angry at the rather discreditable display which had been made by one of his followers, and agreed to the adjournment of the debate to the following week.



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AN UNENVIABLE REPUTATION. TRAMWAY UNION ADMINISTRATION. LIES DIRECT. LIES BY INSINUATION. THE LAST WORD.

Owing to the attitude of Mr. Warton (Tramway Union Secretary) and his paper, the "Record," during the recent Federal election, we have administered a little gentle criticism to the abovenamed gentleman during his candidature for selection by the Bathurst Labor League for the party nomination for the coming State election, just to let him have a taste of the physic he is so fond of administering to others.

In our last issue we stated that as the Bathurst selection would have been decided before the current issue was published, the controversy was ended as far as we were concerned. We should have offered no rejoinder to a reply by the "Record" to our previous remarks. Since our last issue, however, the "Record" has appeared with fresh attacks, but no reply to the criticism levelled at their attitude during the Federal election, except a bald statement of resolution carried by the P.L.L. Executive in connection with complaints made by the Secretary of the Cook Federal Council.

Legitimate Criticism. Our criticism was directed (1) to the March issue of the "Record" (issued three weeks before the election), which contained an attack upon Mr. J. H. Catts, M.H.R., designed to injure his prospects of election; (2) to statements made by Mr. Warton in the daily press, that if the issue was between "Mr. Catts the Unionist and Mr. Catts the politician," the politician would have to go down. Our criticism was perfectly legitimate, but has not been replied to.

Differences as to the organization of the movement should not be carried into the political arena, but as Mr. Warton is solely responsible for this, he cannot complain if we refuse to fight under Marquis of Queensbury rules, while he adopts Haymarket methods.

Further Enquiry. As the "Record" has launched out with a further attack upon us and opened up new ground altogether, we will reply by showing how utterly discredited is the source of their origin. And if we prove that to be absolutely unreliable, then, by all the rules of evidence, unsupported testimony from the same source is valueless.

We desire it to be distinctly understood, however, that we are not criticising the Tramway Employees' Union as a body, but showing the type of leadership which has batted upon their unsuspecting loyalty and devotion.

1. Holman and Beeby Charged. One does not need an extraordinary memory to recall the sensational charges of official ineptitude of the tramway administration made in 1906 by the Tramway Union Executive headed by Messrs. Lawton and Warton. Mr. Lawton was dismissed from the service for not having posters headed "official ineptitude" taken down at various tramway depots. A public enquiry eventuated. The rest of the tale is told by Mr. Geo. Beeby, M.L.A., who, with Mr. Holman, M.L.A., conducted the Union's case at the enquiry, and who were blamed for its non-success. Here are extracts from Mr. Beeby's statement, dated December 4th, 1906:—

"The real difficulty, however, was that they (Lawton and Warton) had no substantial evidence to support the more serious charges which had been made. On the charge, for instance, of official ineptitude, the only evidence I could obtain was a statement that certain brake shoes of an obsolete type had been thrown on the scrap heap, and that certain scrap iron had not been sold to the best advantage. These two matters were easily explained by the Department. I was left entirely without any evidence to support the allegation as to defective cars being in traffic, as to menace to the safety of drivers, of the public, and as to other starting charges which had been made."

In answer to enquiries as to whether Messrs. Lawton and Warton had been assisted by cross-examination to substantiate their statements, Mr. Beeby says:—

"I can only say that there is absolutely nothing in the statement that Mr. Warton or Mr. Lawton were not assisted by Mr. Holman in bringing out their evidence. It is impossible for anyone to re-establish evidence which has been broken up on cross-examination."

2. Bob Hollis, M.L.A., Charged. Having led the tramway men to believe that the Loco. Union was prepared to take sympathetic action in the event of a strike in July, 1908, and having been ignominiously defeated within a few days of their members ceasing work, the Tramway Union Executive sought to lay the blame at the door of Mr. Hollis, M.L.A., the Loco. Union Secretary. Eventually a committee of enquiry was constituted by the Sydney Labor Council, which reported as follows:—

"The refusal of the Loco. Association to join the strike was regarded by your committee as the most important question to be dealt with. The committee came to the conclusion unanimously that the Executive of the Loco. Association were not to blame, owing to the fact that they were not consulted before the strike took place, nor given an opportunity of considering the question. Owing to statements made during the trouble, regarding Mr. Hollis being absent when wanted, your committee investigated the matter and found that the statement is not borne out by fact."

3. Mr. J. H. Catts, M.H.R., Charged. To account for tramway employees joining the Amalgamated Association, Mr. Lawton made the following complaint to the Sydney Labor Council on June 2, 1910:—

"Mr. Catts, the General Secretary of the Amalgamated Association, visited the Rozelle depot, and had urged the men to leave the Tramway Employees' Union and go over to the Amalgamated Association."

That allegation has been flatly contradicted in the daily press, in the "Co-operator" in the "Worker," to the

way men. That's another stump gone. 9. Tramway Union or Orange Lodge. For the credit of improving certain industrial conditions of a section of the tramway staff, the Tramway Employees' Union is definitely challenged by Mr. W. Wallace, late Vice-President of the Orange Institution, and erstwhile friend of Messrs. Lawton and Warton. Mr. Wallace, being Vice-President of the Orange Institution at the time of the strike, lost his employment, but was soon engaged by the Orange institution as a political organiser against the Labor Party. Mr. Wallace is reported in the "Watchman," June 16, 1910, as follows:—

"They had a tremendous battle to fight against the influence of the church of Rome throughout the Government service. They found that the tramway service had been honey-combed by Romanism, and Protestants in the service found it almost impossible to get what was absolutely their due. He found that Romanism was securing the best places in the service, and he got together a number of Orangemen in the service, who were useless to one another, because they were members of various lodges, and as it was recognised that one strong hand should be got, they formed the United Service Lodge, which had done splendid work, and had placed the claims of the members before the Department. Their lodge had done their best to assist the Tramway Union to get what the men of the service were striving for. It was their lodge that got the tram men covered-in fronts of the cars, and not the Union."

Let it be remembered that Mr. Wallace was Vice-President of the Union when this matter was dealt with. Continuing, Mr. Wallace said:—

"The Roman influence in the Union endeavored to block the efforts of the men in order to get the men against those in power. It was through the efforts of the members of their lodge that they got a modification of the eyesight test."

If these statements of ex-Vice-president Wallace are true, Messrs. Lawton and Warton should renounce the credit they claim in connection with the closing-in of the car fronts and the modification of the eyesight test. If the statement is untrue, it should be corrected in no uncertain language by the Union Executive. If the United Service Orange Lodge had anything to do with these questions departmentally—remembering that the lodge secretary, Mr. Wallace, was also an Executive officer of the Tramway Union at the time certain industrial phenomena became clearly discernible and explainable.

10. Anti-Labor. We have never said that Messrs. Lawton and Warton are not Laborites. All we have alleged against Mr. Warton is that at the Federal election his personal spleen was much the stronger. But it is a remarkable fact that the anti-Labor forces in the Union—and they are strong—are on terms of mutual admiration with the President and Secretary. It may be that this friendship is purely industrial, or it may be that some of their admirers are Labor under some circumstances, and anti-Labor under others, depending somewhat on the personnel of the candidate.

11. Evidently Something Wrong. A reference to page 23 of the "Worker" last week (June 16), under "Labor League Notes," will show that the following resolution was carried unanimously by the Leichhardt League, to be forwarded to the P.L.L. Executive:—

"This league regrets through loyalty to Labor, our members and supporters in the tramway service are compelled to transfer their union membership from the Tramway Union to the Railway and Tramway Association."

(Mr. Carmichael, M.L.A., is reported to have been present. It's a pity his remarks were not published.) In conjunction with this report may be taken an extract from the "Record," the Tramway Union's own paper, June 15, page 6:—

"Presuming that the foundation for discontent does exist, it is not in existence in every other body of men as well as the Tramway Union, and does not the responsibility rest on the shoulders of the members themselves in electing men opposed to Labor to committee positions?"

Another coincidence is the forwarding of a petition to the Sydney Labor Council signed by 83 tramway men from Rozelle and 60 odd from Newtown, asking the Council to enquire into the following matters concerning the internal working of the Tramway Union:—

1. The expulsion of victimised strikers. 2. Cheering for the Reform Party at Union meetings. 3. The decline of the Tramway Union in prestige. 4. The apparent mutual understanding existing between the Union officers generally and the anti-Labor section within the Union. 5. The refusal of the officers of the Union to carry out a resolution unanimously agreed to between the Tramway, Traffic and the Amalgamated Associations, to draft a scheme for service unity for presentation to the members of the unions referred to.

Conclusion. It would appear to us, from the foregoing, that Messrs. Lawton and Warton could be very profitably employed patching up the holes in their own coats instead of attacking other people. The uncorroborated statements of these gentlemen might be considered together with (1) attacks upon others in official and public positions, (2) the proven unreliability of other statements emanating from the same quarter, and be treated with the merit which their source and authority deserves.

State Politics. New South Wales.

Messrs. Holman, Beeby and Carmichael, M's.L.A., have promised to contribute to this Department. News from Leagues and Unions will be welcomed for publication. Labor sympathisers should recommend the "Co-operator" as a reliable weekly newspaper.

REFLECTIONS FROM PARLIAMENT.

By Geo. S. Beeby, M.L.A.

MINIMUM WAGE BILL.

This Bill was originally introduced by the Wade Government to fix the minimum wage to be paid in factories and shops at three shillings per week. Mr. Edden, M.L.A., on behalf of the Labor Party, moved (12/12/07) that the minimum should be five shillings. Mr. Beeby, in support, stated that "all industrial tribunals have determined that the fair earning capacity of juvenile labor beginning employment is at least five shillings per week." On division the five shillings was carried. The following Government supporters voted with the Labor Party:— Messrs. Briner, Collins, Donaldson, Gilbert, Henley, Latimer, Levy, McCoy, McLaurin, Parkes, David Storey, and E. M. Clarke. The Government threatened its supporters before they voted that they would regard defeat as a serious matter. After the division was taken the Government abandoned the Bill declaring at the St. George bye-election that the Labor Party killed the Bill in asking such an excessive amount as five shillings. The following session Mr. Hogue, Minister for Labor and Industry, reintroduced the Bill, offering a minimum of four shillings. Mr. Griffiths moved at once, 8th October, 1908, on the motion to bring in the Bill, to add the words "of not less than five shillings per week." The motion was defeated.

Those who had previously voted for the five shillings and who now voted against it were—Messrs. Collins, Donaldson, Gilbert, Henley, Latimer, Levy, McCoy, McLaurin, and David Storey. These men deliberately voted against their convictions because the Premier had cracked the party whip. The result of this treachery was that the five shilling minimum was defeated and four shillings inserted in the Bill. Mr. Burkitt, Newcastle District Inspector under the Factories and Shops Act, reports:—Factories and Shops Act report, end of 1907, p. 27: "Of the 522 females employed by milliners and dressmakers, 245 so-called apprentices were in receipt of NOTHING per week, and 60 others were paid three shillings or less per week. In my report for the year 1904 I made very strong reference to this matter, and in view of the fact that a Minimum Wage Bill was recently discussed in Parliament, I feel impelled to return to the subject. When this Bill was under consideration members were reported to have stated that many of these girls worked without wages for from SIX TO TWELVE MONTHS. In the report abovementioned I wrote:—'The employer takes them on nominally for TWO YEARS, and verbally undertakes to give them instruction; but as far as I can gather, they learn nothing but the way to use a sewing machine, run up a seam, and minor matters of that kind—the cutting, fitting and finishing are done by the employer herself. Of course, it is ridiculous to think that any trade can be properly learned in two years, but the point is that when the two years' apprenticeship' is finished... if a small wage is asked for she is recommended to get an improverish elsewhere, and another little girl from school takes her place.' These remarks apply with equal force now as the conditions have not changed, the only difference being that the numbers are greater."

THE BATHURST LABOR SELECTION.

On Saturday last the somewhat protracted and rather vigorous campaign amongst the candidates for the Bathurst Labor selection was concluded. Amongst railway and tramway men this particular selection ballot has excited more than ordinary interest, owing to the introduction of union affairs into the campaign by at least one of the candidates. The "Co-operator" was compelled, in order to defend the interests of the service employees generally, and at the same time to make an effort to maintain the purity of the Labor movement, to take some little part in the contest. However, the choice of the leaguers in the Bathurst electorate has now been made, and this issue contains the last word on the union controversy in the shape of a categorical reply to each of the points raised. The result of the selection was:— First ballot: J. F. Coates 141 votes, John Haynes 58, A. C. Warton 45, H. C. Beavis 17, W. W. Young 5, G. Gunter 2. The voting was conducted on the preference system, and although Mr. Coates secured an absolute majority of votes polled in the first ballot, the preference votes were afterwards counted, and the final position was: Coates 184, Haynes 85, informal 4. The successful candidate is a native of Bathurst, a well-known commercial traveller, and should be expected to wrest the seat from the temporary possession of Mr. Miller, who beat Mr. W. W. Young three years ago.

P.L.L. ACTION CRITICISED.

At last Friday night's meeting of the Botany State Electoral Council, the four Labor Leagues of Camdenville, St. Peters, Botany and North Botany being represented, a good deal of criticism was directed to a recent action of the P.L.L. Executive. The following resolution was eventually carried unanimously:—"That the Botany State Council protest against the method of inquiry of the P.L.L. Executive into the charge made by Camdenville P.L.L. against Mr. Warton, Secretary of the Tramway Union, who is a candidate for selection at Bathurst, and consider that the letter forwarded by the Camdenville branch should have been produced, and a representative of the branch asked to give evidence in connection with the same." The secretary was instructed to forward the resolution on to the General Secretary of the P.L.L. Executive. A special meeting of the Council to deal with the Executive's reply will be held in the North Botany Town Hall on Friday, July 1.

BOTANY ELECTORAL COUNCIL.

A meeting of the Botany Electoral Council was held on Friday last in Brickmakers' office, King-street, St. Peters, Alderman Courtney, of North Botany, presiding. The sitting State member, Mr. F. J. Page, was present, and the following four branches were represented:—Camdenville, St. Peters, Botany, and North Botany. It was decided to open the campaign on behalf of Mr. Page, the selected Labor candidate, in the North Botany Town Hall on Monday, July 4, to be followed by another meeting on Monday, July 11, at Darley and King streets, Newtown. A vote of sympathy was passed to the late Mr. Barker's wife and family, he being a member of Camdenville branch at the time of his meeting with the fatal accident whilst at work on the Eveleigh coal stage. A benefit social will be held in aid of Mrs. Barker and family in the Masonic Hall, King-street, Newtown, on Friday, July 8.

(3) The Act as passed was absolute.

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."

I think there are very few women to whom navy blue serge does not appeal. It is undoubtedly the most popular of all dress materials—has been in ages past, and will be in ages to come.

The other afternoon I set myself to the pleasant task of ascertaining what colors and materials prevailed "round the block." Navy serge came first by a long way, and I think brown vicuna cloth was second. The latter is certainly a very warm color, but it is not every woman whom it suits; while the former may be worn to advantage by the darkest as well as by the fairest.

Among the smartest costumes I noticed were coats and skirts of navy serge. Some were made in the hip style, some in the three-quarter, and others in the long, graceful semi-fitting fashion, which I admire so much. The two costumes illustrated here are in heavy texture navy tailoring serge.



The first is a smart hip coat and skirt, the coat lined throughout with silk, the skirt well flared—and may be had for 49/11.

The second picture shows the popular three-quarter style, made of the same material as the previous one, and



the coat lined throughout with silk. The price is 79/6. This costume can also be had in a nice Amazon cloth at about 45/-.

Velvet and beaver hats and toques are greatly worn this winter. Most of the hats are in the tricorne shape, while the toques fit well down on the head, and are finished with an osprey or a large jet ornament. I give an illustration of a tricorne hat, in black beaver. A band of Oriental galon,



thing worthy their serious consideration. I shall be very glad to hear that the idea has been taken up amongst my country readers in other centres.

Mrs. E.L. Breadalbane.—Yes, I was very glad to receive your order. I do desire to shop for our subscribers, because I believe I can be of service to them, and save them money. Your own order will demonstrate that fact, I am sure. I bought you sixteen yards of wide white twill sheeting at 1/3 per yard, at Messrs. Hordern Bros. That, you will see, just cut out the 21 you sent, but as I was able to get the firm to pay the freight, your money was quite sufficient. I hope you will be pleased, and that I will have some more orders from you.

Mrs. H.H. Berry.—Re your grocery order last week. I noticed that Messrs. Ashwood's had not allowed you the 5 per cent. discount offered in their advertisement. I at once went to them about it, and the accountant says if you will return the invoice, he will deduct the discount. That will nearly cut out the freight paid on the parcel. With reference to your order this week for groceries, meat, boots and shoes, etc., I have written you personally. Up to the time of going to press, you have not replied, so I take it that you do not wish me to buy the two pairs of cycling stockings. As I am always anxious to know whether my customers are pleased with the parcels, and whether they arrive in good time and order, I would be glad if you would drop me a postcard to say how your parcels opened up.

Mrs. S.R., Bathurst.—I could not get you half a yard of Amazon cloth to match your sample, so I sent on half a yard of chiffon cloth, which is really a finer quality of the same material, and which cost 2/3. You will thus require to remit 9d. more to square the account in the books. I do not mind how small the order is from my country readers, as you will see from the trouble I took over your half a yard of braid. I hope to have further orders from you before long.

Mrs. W.E.C., Goulburn.—I have not heard from you since sending on the set of furs and muff, but I have concluded that you were well satisfied. I might say that I tried a good many shops before I could get something that pleased me nearly so well as the set I sent you. There is a big discrepancy between prices charged for these goods in Sydney, as there are so many qualities in furs. However, after looking at a great many displays, I was satisfied that the set sent you for £3/5/- was nearly, if not quite, as good as sets which I looked at marked even up to eight guineas in other shops. As I told you in my letter, a balance of 4/- is standing to your credit in our books. I shall be very glad to have another order from you, and to cut out the balance standing to your credit.

Mrs. K., Goulburn.—I was very glad to receive your reply to my private letter on 11th inst., in which I gave you quotations for girls' paletots, ordering one of these articles. It was sent to you the next day, and I hope you were pleased with the way the parcel opened. I shall be very glad to have your order subsequently for the coat and skirt. You will easily understand that for one whose purse is limited, my suggestion to purchase a ready-made coat and skirt, which I can have altered to suit your measurements, means a saving of a good deal of money—in many instances amounting to nearly half the sum required. Of course, the ready-made article would probably not have exactly the appearance of a tailor-made costume to order, but I thought the suggestion in your case would be acceptable. I would be very pleased to place your order for whichever you decide to have, either ready-made or tailor-made.

Mrs. W.S., Breadalbane.—I am glad also in your case to have a reply to my letter of 11th inst., ordering leather material. This order was placed at once, and the parcel has doubtless reached you ere this, and I hope was to your entire satisfaction. Your order took me somewhat out of my usual course, but I might say that I was very glad, as it is my desire to do shopping of every nature for readers of the "Co-operator."

Mrs. H.D., East Orange.—Yes, I recognised that this was your first order, and so I devoted, if anything, special attention to it. The girl's coat and the unbleached twill calico were sent to you in a parcel the next day, and I hope they reached you in good time, and that the parcel opened to your entire satisfaction. I shall be glad to have your further orders, which will be the best evidence that you are satisfied with my shopping.

Mrs. W.E.C., Culcairn.—Thanks much for your letter of 15th. I was so glad to know that you so heartily approved my choice in the previous order you sent. I went to a good deal of trouble, and was somewhat concerned as to whether you would agree with my selection, but the fact that you sent another order on the 15th for nearly twice as much is the best evidence that you were pleased. As requested, I placed your order for a White sewing machine at Anthony Hordern and Sons, and I understand it was sent on to you the same day. I have had some personal experience with this machine, and can honestly recommend them to you, but I have no doubt you have had ample evi-

Sparklets from Sportdom

(By "SALVADOR.")

Saturday night's fight at the Gaiety Club, between Fred Bugbear and Paddy Kinnear, was responsible for something in the nature of a record. As they shaped up, Paddy balked with a left, then scoring hard to the jaw with a right cross, dropped the Pride of Garden Island heavily. He struggled up at the count of eight, but seeing his defenceless condition, the police sergeant present stopped the disturbance. Within ten seconds of the men toeing the mark ringsiders were rucfully pouring out onto the pavement.

The goal kicking contest between Dally Messenger and Captain Lomas caused no end of interest at the Agricultural. They had six roots each from different angles of the field. Thrice the Englishman lifted the leather over beautifully. Dally managed to only boot it over on two occasions. Thus Lomas won by one goal. These two men are probably the best goal kicking Rugbics that the world has ever seen.

With the Americans and the Maori teams here, the Union submitted a splendid menu to the public, close on twenty thousand enthusiasts flocking out. Against the coffee coloured men from the land of the Moa our men played brilliantly, and at full time were victorious by 27 to 13.

It was a complete reversal of last Saturday's form, and the passing rushes won repeated roars of applause.

The speedy Dwyer was the unlucky individual on the occasion. As the result of a bad buster which scarified an old wound in the knee, he was forced, reluctantly, to hop off the field. Dwyer is a man who can be ill spared at any time.

With the expectation of seeing skin and hair flying and the field covered with blood and entrails, after last Wednesday's stouthing match, a tremendous concourse of people wended to the big League match. But they who expected the field to become a sea of gore and the air to be filled with blasphemy were doomed to disappointment.

A bright, hard, clean, clever game resulted in which our men were fairly beaten. The visitors hurling their great weight into the scrums invariably beat the locals for the ball, and their three-quarters when they got going moved like a well-oiled machine. It is evident that during the last few matches they have worked up that handy little art known as "combination." They won by 27 points to 20.

It has been a great stroke on the part of the Union to bring all the way from the land of the fried nigger the American University boys. When the game becomes more popular in Uncle Sam's continent, the Australian Rugby Union will become strengthened tremendously, inasmuch as it will win local players to its ranks, desirous of the splendid trip across to play return matches. It will also enable the Union to cater much better for local patrons by giving them an opportunity of seeing the men of an entirely new Rugby nation. It will also strengthen the entente cordiale, which is a great thing.

All considered, the Yankee lads put up a great showing against the local team, which was a thundering good one. They were finally walloped though by 17 points to 6. Better luck next time. Anyhow, they are sure to improve out of sight before long, as the team contains some most promising toeball specimens.

The Governor of California has been kicking up a terrible dust in his efforts to have the Johnson-Jeffries fight quashed. It is evident that the bible-banging fraternal have put the screw on him, causing him to take action. Anyhow, at time of writing he has stated angrily that he is not going to permit the embroglio to take place there, and there is joy in the hearts of

to alter two of their stock lines to bring them up to the required measurement. As a result, the cost was increased a trifle, one skirt costing 6/11 and the other 7/11. The difference, however, was made up for in the price of the boots. One pair cost 3/11 and the other 5/-. I hope the parcel has arrived, and that you are well pleased with my choice. I shall be very glad to have further orders from you to place with our advertising shoppers.

Mr. E. O. D'A., Manila.—Your letter was characteristic of many that reach me from the country. It is because we know that our country readers are often at a very great disadvantage in shopping locally that we conduct a shopping department of the "Co-operator." It is my business to attend to your shopping for you, and I feel sure that if you will try the plan you will get the best of goods at the lowest possible prices. Some of the information you give me about the prices you have to pay—and all out of 8/6 per day—is astounding. I have asked one of our advertising grocers to send you price list, which has probably reached you ere this. Here are some instances between the price you pay and the price quoted in Sydney: Kerosene—Your price, 5/6; ours, 3/9. 25lb. flour—Your price, 3/3; ours, 2/11. Butter—Your price, 1/3; ours, 1/1. Baking powder—Your price, 1/6; ours, 1/5. Candles—Your price, 9d.; ours, 4d., 4 1/2d., 5 1/2d., 6d., 6 1/2d., 7d. The same proportionate reductions, or even more pronounced, would apply to the purchase of boots and other drapery.

Mrs. D.A., Illabo.—Your order for two skirts and for two pairs of boots reached me yesterday, and was immediately attended to. I had some trouble with the measurements of the skirts, and as a matter of fact I had eventually to get Messrs. Hordern Bros., with whom I placed the order,

the local psalmisings at their success. The infuriated promoter, Tex Rickard, swears that he is going to bring off the fight by hook or by crook. His Stadium, which was already in course of erection, is to be torn up by the roots and transplanted to Reno City, Nevada. This, of course, will mean considerable loss. Fight promoting even in America is evidently not all beer and skittles. It is curious the crop of individuals that has sprung up in these modern days with such virulent opposition to boxing, horse racing, football, and every other great national sporting institution. 'Tis a mystery to writer, my masters.

Dick Arnst has arrived in Jewhanesburg, and has already, doubtless, experienced the joys of a ricksha ride, drawn by a squat, big limbed Zulu. He will be moving northward to the Zambi to meet Barry at an early date. A return match has also been arranged to take place on the Thames. There appears to be a dispute between the men as to what conditions they will row under. 'Tis a curious fact that seldom do two champion athletes, in any branch of sport, fix up without a terrible deal of squabbling about terms or rules or something. Really seems as if champions are the King Pins of the Earth at trying to take the other fellow down. Or else they are real dabs at the art of gaining free advertisements. Which is it?

There has been trouble and the gnashing of teeth among the League of Wheelmen. Secretary Stanton was the stormy petrel on the occasion. He made heated charges against the council, and the said body were finally voted out of power by fifty-eight votes to forty-seven. The discarded then rose up in a body and shield their resignations in. For a long time the League of Wheelmen has been far from a happy family. A brand new council may be the means of bringing peace and harmony once more. It is predicted that the men who will be appointed will do the trick required, and matters will run along as easy as a "free wheel."

How the mighty hath fallen! Paddy Lynch, a Northern River slogger, has challenged Bill Squires. Lynch is unknown among our metropolitan heavies, and he proposes that William should meet him at Lismore!!! A fifth-rate fighter asking the one time glorified Squires to meet HIM, and in a fifth-rate country town, smacks of "rubbing it in."

During the week there has been a strong whiff of Goulburn-street at the Central. The number of Celestials that have been raided for having a quiet gamble among themselves has been a staggerer. It would convey the impression that the Chow is the most watched man by the police in Sydney. Why the police should be so fiercely active in this respect, whilst there are so many really dangerous white hoods and crooks pillaging and spelling around, seemingly with impunity, is a mystery. Writer is of the opinion that white men caught in a foetid Chinese gambling den deserve to be fined. But what public menace is it, these yellow men playing fan-tan or else among themselves? What harm is there? Raiding them night and day, and imposing heavy fines, of course brings much cash into the Treasury's coffers. But it seems an ignoble way of raising revenue, and the public would far prefer to see the police employed in protecting its interests in matters of far more importance.

Two bashers glorifying in the non-de-stoush of Cabby Yates and Yabber Smith, will toe the mark at the Gaiety on Saturday night. There is no poetry in the name of Yabber. Not by any stretch of imagination could you imagine a stage scene with the hero owing such a handle and the heroine sobbing hysterically: "Yes, Yabber, darling, I will fly with you, and we shall face the cruel world together!" No, the name of Yabber would never do.

THIS WANTS ATTENTION. A member of the north-west branch, Chilcott's Creek, of the Railway Workers and General Laborers' Association, writes us as follows, with a particular request for its publication:—"If this should meet the eye of Mr. J. Montgomery, General Secretary of this Association, we would like to know why we cannot get our correspondence answered. We have sent him money and letters, seven or eight days ago, and have no answers or receipts yet. Neither organiser or anyone else has been near us for some time, and we would very much like to see him."

A LUCKY HORSE. Last Saturday evening one of the Rozelle depot overhead waggon horses (Dick) managed to get into a peculiar situation by falling a distance of 20ft. between the back of the car shed and a wall of rock, in a space of about 3ft. 6in. wide. After spending the night there he was safely brought to the surface on Sunday morning by Foreman Carr and a gang of linemen, when it was found the horse had not sustained the slightest injury.

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That redoubtable combination, the original "All-Blacks," who were so triumphant during their English tour, selected Zam-Buk as their official "first-aid" and embrocation, and such bona fide acknowledgment of their satisfaction, as set out in their voluntary testimonial below, places this pure balm upon the absolutely impregnable rock of recognised merit.

Zam-Buk was always kept handy in their dressing rooms, and in their private travelling kits. The regular "rub-downs" with Zam-Buk before a match sent them into the fray with glowing skins, sweet and fresh with health, and with every muscle full of vigor and elasticity. The evening "rub" maintained and restored these ideal conditions even after the hardest game.



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Sprains, bruises, and "scrapes," or "grazes," were continually treated successfully, and the invariably quick, clean healing set up by Zam-Buk was most valuable.

The Zam-Buk Co. Dear Sirs.—It may interest you to know that during our English tour, members of the New Zealand Team have used Zam-Buk as a healing embrocation and balm. As a result of their experience, they have a very high opinion of Zam-Buk. Yours faithfully, G. H. DIXON, Manager.

As a healing balm for cuts, burns, scalds, bruises, abrasions, Zam-Buk is constantly reliable; while for skin troubles which are a daily peril, such as boils, pimples, eczema, bad legs, ulcers, ringworm, scalp diseases, etc., it is unequalled. Zam-Buk is obtainable from all chemists and stores at 1/6 and 3/6 per pot, or post free from the Zam-Buk Co., 39 Pitt Street, Sydney.

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ANSWERS TO CORRESPONDENTS.

(By Town Shopper.)

A SPLENDID IDEA. Mr. O.L.K. writes me to say that a number of his fellow employees are arranging a scheme for combination in shopping in Sydney through the "Co-operator." By this means they propose to place fairly large orders, thus getting the advantage of the very best prices, and the fact of the parcels containing goods for several people will, of course, reduce the expenditure for freight to each one of the buyers considerably. I was very pleased to receive this letter, and now hand the idea on to my other readers as some-

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

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

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The Railway and Tramway Co-operator.

JUNE 23, 1910.

CHILD-WORKERS' TRAM FARES

About a year ago Mr. Carmichael, M.L.A., was made the Parliamentary mouthpiece of one of the finest humanitarian ideas ever expressed on the floor of our legislative halls, when he mooted the question of greatly reduced tram fares for the children of the poorer classes who have to go to and from the city to work. Why has the idea been allowed to slip into the dim background of fruitless endeavor? Surely it is not because its attractiveness, or its merit has faded. We draw attention to the matter now because the time may be considered to be especially appropriate. The Parliament is eking out the last days of a very checkered career certainly, but what better opportunity could there be of forcing the Government to recognise the claims of the boys and girls—they are no more—from whom the great bulk of our future citizens are to be numbered? Especially now that the winter months are on us, it is up to some militant member of the State Parliament to draw the attention of the House and the country to this much needed reform. Legislation along these lines is to be achieved only by a compelling influence which will instinctively cause the humanitarian principles of politicians of all parties to see its importance. The conditions of the child workers of this city, especially as regards their means of conveyance to and from their employment, call, we insist upon it, for immediate and determined action on the part of our leading public men. There is a sterling monument of grateful hearts awaiting the man who will put his soul into this question and carry it out to a successful conclusion. It is not our desire to draw harrowing pictures of a sentimental character in order to inspire legislative action, but were we so minded enough could be said of the sufferings of our child workers, especially during the winter season, because of their enforced tramps through the damp, slushy streets in order to save the few pence per week which the extra tram fares would cost, to cause the very stones of Sydney to rise and mutiny. Who has failed to notice this during only this past week, for instance? Let who will take up his or her position at the railway station, or at Darlinghurst section some cold, sleety morning between 7 o'clock and 9 o'clock, and note how many of this State's future mothers and fathers alight from the trams (many of them without either umbrella or overcoat, and very few indeed with both) and begin a dreary tramp of anything up to a mile, simply because they are the children of the workers and their weekly wages don't allow a big enough margin for them to travel all the way to work in the tram. We submit that such a condition of affairs, when the remedy is so simple, is not only a menace to the health of the young community, but a disgrace to such a highly prosperous State.

Then let the same enquirer stand on his or her appointed spot just a little bit longer, or better still travel the distances of the last inward sections of our trams, and take a careful note of the number of boys and girls—youths and maidens—whose very attire and general appearance proclaim them the children of what may be termed the middle classes, who are travelling at half fares to and from school, or college or university as the case may be. Now, there is nothing wrong with the provision which enables these young people to get to and from educational facilities at half rates; indeed it is a very admirable provision, but we do insist that its existence only aggravates the need of similar provisions to apply to the child workers of the city. It is almost inconceivable that the distinction should ever have been drawn. Surely the occasion will find the man, and this glaring injustice will not longer be allowed to continue.

Space will not permit us to say anything like all we feel on this matter. We will return to the subject again, but in the meantime we might point out that there can be no possible excuse for the delay. Every year the Commissioners are handing upwards of half a million pounds over to the State treasury, being surplus earned by their administration. That money is undoubtedly extorted from those who feel the burden of our unjust methods of taxation most. Just here we might mention that at the present time a revision of the railway rate book is being carried out, by which freights are to be very substantially reduced.

Surely the reduction of tram fares to our child workers might well be included in the Commissioners' scheme of relief? This extra fact only enhances the opportuneness of the time for action along these lines. Who will move in this direction?

OFFICER'S GRIEVANCES.

(To the Editor.)

Sir.—(1) It has become a regular practice for night officers to relieve the station masters when the latter are on annual leave, but they are expected, after being on duty all night, to come on during the daytime and take over from the station master. Also, when the latter resumes duty, the night officer is expected to hand over and come on duty the same night.

(2) What redress (if any) has he, and should not an officer in relieving another be allowed a clear day to take or hand over as the case may be?

(3) Is it intended to apply for a Wages Board to deal with conditions of work and salaries paid to officers. If so, when?

(4) Is it possible to obtain a list of railway officers, giving station, grade and salary. If so, where and how can same be obtained?

(5) Are employees of the Railway and Tramway Service, who are not members of unions, entitled to become subscribers to the "Co-operator." If so, are the same privileges set out in that paper applicable to them?

Yours faithfully,
 N.D.P. OFFICER.

[1] In our last issue it will be seen that we have placed this matter before the Department. It was stated that the instance was exceptional, and that an effort would be made to minimise trouble in future. (2) The only redress an officer has is to approach the Department. If they refuse, that ends it. They can only seek redress in the Industrial Court by having conditions laid down for the future. (3) The Association has offered its strong arm to the officers, has offered to grant them a branch of their own to transact their own business. We are ready to apply for a Wages Board the moment any real desire is expressed by those concerned. (4) We can supply the list required provided we know the use to be made of it. (5) Yes—any subscriber to the "Co-operator" at 5s. per year is entitled to the benefits attaching to it.—J. H. CATTS.]

OFFICERS' CLASSIFICATION.
 For the information of officers generally we reprint below a draft of conditions prepared by the Amalgamated Association some little time ago. These could be taken as the basis. Any alteration could easily be made. Upon receipt of anything like a representative petition, we are prepared to secure a Wages Board, upon which officers could elect their own representative, and the strength and experience of the association would be at their back to see their case through.—

The Amalgamated Railway and Tramway Association has a Wages Board sitting, dealing with the wages and conditions of the whole of traffic wages staff. To complete the classification for this department of the service they now propose to put machinery in motion to secure a legalised classification for the clerical staff. A scheme has been drafted and is being submitted to the staff for suggestions for improvement. After that it will be submitted to the Chief Railway Commissioner for acceptance, failing which it is the intention of the Association to have a Wages Board appointed to determine the matter. Assistance is being invited from all those affected, so that their views may be fully considered, and as far as possible, met.

PART I. WAGES.
 Booking Clerks.

1. Cadets.	Per annum.
16 to 17 years	£40
17 " 18 "	£50
18 " 19 "	£75
19 " 20 "	£90
20 " 21 "	£100
21 years and over, minimum	£120
2. Clerks.—	
1st year	£120
2nd "	£130
3rd "	£140
4th "	£150
5th "	£180
3. Leading Clerks.—	
1st year	£200
2nd "	£220
3rd "	£240
4th "	£270
5th "	£350
4. Subsequent promotion according to seniority of service, other things being equal.	

Station Masters and Officers-in-Charge.

5. All railway stations shall be graded into ten classes according to the business transacted and responsibilities attached thereto, as section centres.

6. Grade.	Minimum.	Maximum.
	per annum.	per annum.
1	£400	£500
2	£350	£400
3	£325	£375
4	£300	£350
5	£275	£325
6	£250	£300
7	£225	£275
8	£200	£250
9	£175	£225
10	£150	£200

Night Officers.

7. Grade.	Minimum.	Maximum.
	per annum.	per annum.
1	£230	£240
2	£220	£230
3	£210	£220
4	£200	£210
5	£190	£200
6	£180	£190
7	£170	£180
8	£160	£170
9	£150	£160
10	£140	£150

8. Increments shall be paid at the rate of £10 per annum until maximum is attained.

9. Officers relieving others in a higher grade to be paid same rate as the officer relieved.

10. Promotion to be according to seniority in the grade.

11. All vacancies to be published in the weekly notices.

12. Six days per week to be recognised as a week's work.

13. Officers called upon to work on Sundays or holidays, to be allowed additional holidays in lieu thereof.

14. That postal duties be paid for in addition to salary allowed for railway work.

15. The same regulations to apply to railway salaried officers in regard to punishments, as provided in the tramway award.

16. Other general conditions to remain unaltered.

PER. WAY BOARD WITNESSES.

There is nothing to complain about in the way the railway Per. Way employees of the metropolitan district are interesting themselves in the matter of providing witnesses to give evidence before the Wages Board. A good deal of enthusiasm has been worked up, and the case promises to be well fortified so far as the metropolitan division is concerned. It would be a good thing if country branches were to become infused with similar enthusiasm. A very well-attended meeting, presided over by the Organiser, W. S. Thompson, was held on Saturday night last, at the Railway Institute. Primarily the meeting was convened for the purpose of selecting witnesses for the Board, but fruitful opportunity was taken to make headway for the Amalgamated Association which has obtained the Board, and which is conducting the case on behalf of all railway Per. Way men. The result was a considerable number of new members who determined, by joining the Association, to bear their share of the burden which the continual effort to increase wages and improve conditions entails. Another result of the meeting was that no less than twenty-eight names were submitted of men, representing every branch of trade included in the Per. Way, who were selected as likely to prove reliable and valuable witnesses. But the organisation does not end there. More meetings will be held. On Saturday night next a meeting is convened at the Institute, which will receive and discuss the evidence each witness desires to give. A cordial invitation is extended to all Per. Way men. This is a matter of individual responsibility and every man should do his part.

THE BRAINE COMPENSATION CLAIM.

In connection with the claim for compensation made on behalf of Mrs. Braine, whose husband was killed at the Eveleigh workshops recently, we are able to-day to publish the advice given by Messrs. Moffatt and Beby, solicitors. It will be remembered that the Commissioners offered, without prejudice, the sum of £150, but the Council thought a claim could be established for a much larger sum, and offered to contest the matter in the courts. Mrs. Braine, however, has definitely decided not to go to law. Messrs. Moffatt and Beby write as follows:—

"We have considered the depositions supplied to us in this matter, and have to advise that in our opinion there is substantial evidence of negligence which would justify the widow of the deceased bringing an action for compensation against the Railway Commissioner. This action can only be brought by the widow and children of the deceased. We cannot, of course, guarantee success in the matter, as the Railway Commissioner would probably set up the defence of common employment and that the work was taken by the employee with a knowledge of the risks attached thereto. The provisions of the Employers' Liability Act have been very seriously cut down, particularly by the Judge in the High Court of Australia in *Murry v. Bellambi Co.*, and we cannot give any guarantee of success, although the weight of evidence is distinctly against the Commissioner. In the event of your deciding to proceed in the matter, it will be necessary for the widow of the deceased to call on us in order that we may obtain Letters of Administration of his estate."

Mr. J. Stephenson's many friends and well-wishers—and their number is legion—will regret to hear that his old trouble, sergical hernia, has become acute enough again to necessitate his undergoing another operation. He becomes a patient of Prince Alfred hospital to-day (Thursday), and expects to be off duty till about September next. This is our old friend's eighth experience with the knife, but he confidently expects to be with us again, a new man, in a little while.

THE EDDY ORPHAN FUND.

We are in receipt from the honorary secretary, Mr. R. E. Metcalfe, of a copy of the annual report and balance-sheet of the Eddy Memorial Railway and Tramway Orphan Fund. The report emphasises the objects of the fund, which is "to assist in the support of orphans (or fatherless children) of deceased employees of the N.S.W. Government railways and tramways, who have been left in destitute circumstances, no matter where they reside in the State." The result of last year's operations was a record, £268 12s. 7d. being subscribed (exclusive of £150 received from the trustees), while the assistance rendered to forty-one widows and 148 children amounted to £412. Since the reconstruction of the Board, five years ago, £1,311 8s. 4d. has been paid out in relief. An appeal is made for more general recognition of the claims of the fund, which we are very glad to take the opportunity of seconding. It is pointed out that if every employee would contribute one shilling per year, nearly £1,500 would be raised. The fund appears to get plenty of recognition from affluent citizens and high officers in the service, but there would seem to be plenty of room for more general support from the rank and file. The fund now has a cash credit balance of £114 2s. 8d. It is evidently administered in a most unselfish and economical manner, inasmuch as the total expenses, including printing, stationery, and honorarium to the late secretary (£7), amounted only to £16 14s. 5d. for the year just concluded. The tramway men occupy the place of honor in the subscription list, being responsible for £83 5s. 5d., the traffic men come next with £53 4s. 2d., followed by the Loco. staff, £48 15s. 9d., and the Per. Way branch, £23 18s. 6d.

AN APPRECIANT'S APPRECIATION.

We have several times referred to the value of the Amalgamated Association's representations of its members' cases before the Appeals Board. The existence of the Board itself, as a matter of fact, is one of the most striking monuments to the benefit of organised union as exemplified in the Amalgamated. The result of our efforts before the Board show conclusively that in many instances employees are victimised by unjust or unduly severe punishments, and there is no pleasure greater than helping those of our comrades thus placed. At the same time it is comparatively rarely that we are able to print voluntary testimony from those who have been helped, so that we are very glad to publish the following letter appreciative of Mr. J. Stephenson's (Executive officer) efforts on behalf of relieving officer J. A. Murdoch, of Ultimo, whose dismissal was sustained by the Appeal Board on the 9th instant (vide last week's "Co-operator"), but who was reinstated by the Deputy Chief Commissioner, as a result of Mr. Stephenson's representations the following week. Mr. Murdoch writes:—

"Kindly permit me through the columns of our paper to express to Mr. J. Stephenson my sincere thanks and gratitude for the interest taken by him in placing my case before the Appeals Board, and also the Board of Commissioners, with such satisfactory results, for which I am greatly indebted to Mr. Stephenson."

GUARD MURPHY'S RETIREMENT.

Twenty-seven years' service is a record of which any railway employee might well be proud, though when the time comes for retirement it is always a matter of sincere regret. It is thus with a reluctance that we have to chronicle the retirement of "Ned" Murphy, though we are justly proud of his record, both in the service and in the union organisation of railway men. We regret to have to say that Guard Murphy (Sydney) was retired—"medically unfit"—last week after twenty-seven years' continuous service. Mr. Murphy has received his retiring allowance of £54, and a free pass for himself and his wife over the N.S. Wales railways for one month, which we trust will enable him to have a real good holiday and to recuperate his health. Mr. Murphy was one of the first members of the Amalgamated Association, and has rendered valuable service for a decade of years as an officer of the Council. The matter of the retiring allowance and free pass was attended to by Executive Officer Stephenson.

MORE APPRECIATION.

Last week's "Co-operator" contained a report of the Appeal Board cases of ganger Higham and fettler Kinnane, conducted successfully by the Amalgamated Association's representative. The following letter has since been received by us:—"Mr. J. Kinnane and myself send our united thanks and appreciation of the manner in which you conducted our case of appeal against the decision of our superior officers, by which we were dismissed from the service. I am sure there are a lot of employees who would willingly join our ranks if they knew the benefits of the Association generally, for it's an old saying, nevertheless true, that a friend in need is a friend indeed."

Mr. J. Grant, Gen. Sec. N.S.W. P.L.L., is again a candidate for selection in the Labor interest for the Corowa State seat. With very short notice, which prevented his visiting many voting centres, Mr. Grant at last election polled over 2,000 votes, against the redoubtable opposition of Mr. R. T. Ball, M.L.A.

This is the time of the year when the roofs of your houses want looking at. When the leaks start you come to the conclusion that the roof wants attention. If you are thinking about this matter have another glance at Messrs. H. H. Groth and Co.'s advertisement of Paroid roofing. It may be safely recommended as the best material on the market to-day. Write to the firm, mentioning the "Co-operator," for full particulars.

Commonwealth Politics.

The Latest News Direct from Melbourne.

LABOR'S NATIONAL POLICY.

By Wire from Melbourne.

Melbourne, Wednesday Afternoon. We confidently expected being able to publish an extensive forecast of the Governor-General's speech to be delivered to the Federal Parliament next week setting out the programme of the Fisher Government, in this issue.

THE COMMONWEALTH BANK.

No. 1.

By Hon. King O'Malley.

(Minister for Home Affairs.)

(Although it may not be possible for the Fisher Ministry to proceed at once with the establishment of a commonwealth bank, the following explanatory notes from one of Banking experience will be appreciated:—

- 1. In order to facilitate and economise the carrying out of the financial transactions of the Commonwealth and the States, and especially those connected with the conversion, redemption, renewal, and issue of loans, it is proposed to establish a National Bank of Deposit, Issue, Exchange, and Reserve. 2. It is proposed:— (i.) That this bank shall be conducted purely as a Government Department, absolutely free from political control.

State, Commonwealth Consols shall be obtainable in sums of £10 and upwards.

The Necessity for a Government National Bank.

The supreme question in an industrial country is where should the control of the money volume rest? In whose hands can this omnipotent financial power be trusted? Every writer on political economy, from Aristotle to Adam Smith, from Ricardo to Calhoun, concedes that a change in the money volume alters the price of every ounce and yard of goods and every foot of land.

pared to send any reasonable number of enrollment and transfer forms to secretaries of Labor Leagues or any other responsible persons. We would strongly advise all organisers to obtain a supply of these forms and get their enrollments and transfers finished in good time.

THE SUPERANNUATION SCHEME.

Another determined move is being made to bring about the introduction of the railway and tramway superannuation scheme, which appears to have been relegated to the limbo of forgotten things. On Thursday last a deputation waited upon the premier on this matter. It comprised Mr. C. Brown, chairman of the Superannuation Fund Committee, Mr. D. D. Simpson (divisional engineer), acting-secretary, and Mr. Swaine, executive officer.

I.D.A. INSPECTORS.

The following letter has been received from the Attorney-General's Department, and should be noted by those who have complaints to make:— "Referring to your letter of 31st ult., asking that an additional inspector be appointed under the Industrial Disputes Act, to see that the awards covering the Railway and Tramway Service are properly observed, I am directed by the Premier and Attorney-General to inform you that there are not fifteen inspectors under the Industrial Disputes Act, and, if you will assist in furnishing the Industrial Registrar with instances in which the awards of the Railway and Tramway Boards are violated, and the reasons for suspecting such breaches, that Officer will cause the matters to be investigated."

SUCCESSFUL TRAM CASE.

On the 10th inst., the Gen. Sec. of the Amalgamated R. and T. Association wrote to the Deputy Chief Commissioner drawing his attention to the fact that increases which had accrued to Messrs. Wm. McCrae, Hy. Holmes and J. Holden, of the Tramway Per. Way, their probationary period of six months having been served, had not been paid. On the 16th, a reply was received stating that arrangements were being made for the matter to be adjusted, the increases to McCrae and Holden being due from 8th and 1st instants respectively, and that to Holmes from May 4th. These were cases in which the award of the Tramway No. 2 Board had not been carried out.

WANTED—AN INSPECTOR.

"Straight Griffen" writes from Hamilton:—"We want an inspector badly, as not one week passes without several evasions of wages board awards, and we would gladly welcome an inspector to make inquiries, because many people do not appear to be capable of looking after themselves. Some think it is a fear of losing favors with the officers that prevents them sticking out for their rights. There are some who relieve in the higher grade and enter it in their daily time book, but they never get paid the rates. The department, think, should be made to pay the same as outside firms, who, of course, have an inspector. I hope that whoever will be appointed will be a man, and that his hand will not be always behind his back waiting to be grasped."

RAILWAY MILITARY BAND PICNIC.

We are asked to draw our readers' attention to the complimentary picnic to be tendered to the Railway Military Band in recognition of their services given in charitable cases, at Clontarf, on Monday (Bank Holiday), August 1st, 1910. As this band is willing to assist in the cause of charity, it is to be hoped that everyone in the department will purchase a ticket, so as to make it a financial success, as it deserves to be. The price of tickets is one shilling, which includes steamer and pavilion; children, sixpence. Mr. John Stuart is president, Mr. F. W. Burley vice-president, with Mr. W. A. Peterken as hon. treasurer, and Mr. W. A. E. Hennessy hon. secretary.

DEATH OF MR. R. T. BENNETT.

It is with very great regret that we have to report the death of Mr. R. T. ("Bob") Bennett, of the paint shops, Eveleigh, which occurred at his residence, Tebbutt-street, Leichhardt, on Sunday last. Deceased was over 60 years of age. He was one of the oldest members of the Amalgamated Association, connected with Sydney branch, the meetings of which he regularly attended, taking a keen interest in union affairs. He was universally respected and esteemed, and much sympathy is extended to the sorrowing widow and grown-up family.

Thus our loyal and energetic agent-secretary at Newcastle:—"I am in receipt of several letters from members who speak highly of the "Co-operator," and they look eagerly for it every week. Talking to a regular subscriber (a non-member) the other day. He says amalgamation must come, as the pressure is too heavy for them to bear."

The Turf: Notes and Selections

(By "Musket.")

Lady Hasty and Ayrbrook did not run within a cooe of the placed horses in the Flying Welter at Rosehill, on Saturday, yet Ayrbrook won the previous Saturday at Moorefield, and Lady Hasty was only defeated by him by a head. Each, however, at Rosehill were at long odds, and possibly they were suffering from "slowites."

the ground who backed Haut Park thought that the verdict of the stewards would be in favor of Vicomte.

ANTICIPATIONS.

(By Musket.)

Canterbury. Hurdle Race.—Jewell Case 1, Nitro 2, Dinyah 3. Nursery Handicap.—Electric Wire 1, Sweet Adeline 2, Earl's Court 3. Flying Mile.—Vicomte 1, Sir Simpleton 2, Empirical 3.

Park Stakes.—Laval 1, Simolar 2, Sir Bevidere 3. Canterbury Handicap.—Flaxen or Miocere. Shorts Handicap.—Gold Pan or Barley Brew.

ROSEBURY RACES.

The weather yesterday was anything but favorable for the meeting of the R.R.C., though considering the militant conditions there was a splendid attendance.

The ball opened with the Maiden Handicap, which was decided on twice, owing to too many acceptances.

The first "divide" was considered by the cognoscenti a good thing for Levity when the betting opened, but the owner of Master Merv coming strong for the chestnut made them alter their opinion. From five to one he was backed to five to two, and Levity receded to 7 to 2. The Lady Flora, Yacca, Miss Vovoy, and Lady Mimer also received much attention from backers, so the bookmakers had little to cavil at.

Levity took up the pace early and led to the Leger, where Master Merv commenced to assert himself, and after an interesting race he won cleverly by a couple of lengths from Levity, with Miss Vovoy well up.

Kirlie was such a strong tip for the second division, that she soon ran down from 2 to 1 to 6 to 4, and the only other horses backed willingly were Lord Tristram and Adeline.

Backers, however, were doomed to disappointment, as a rank outsider in Crystal Prince prevailed by a length from Goneligh.

The favorite did not act in any way up to expectations, but she must have shown her owner something extra good to have gone out such a hot fancy.

The owners of the division winners agreed to divide the stake.

Reola was at 6 to 4 on for the Flving Handicap, and considering the heavy going he did well to run a good second to Glitter, who started second favorite at 7 to 2.

The owner of Reola informed me that he received a telegram early in the week that the chestnut must be shipped to India as soon as a boat leaves for there from Sydney, and, consequently, the champion of champions has run his last race in Australia, unless he returns here from the rice country, which, however, is very doubtful.

The Cobler, who was sore in his preliminary, won the 14.1 Handicap, for which he started a solid favorite.

To the surprise of his backers, he jumped away first and was never headed, scoring easily by two lengths from Little Harry, with rank outsider Remand a good third.

Prince was backed from 10 to 1 to 6 to 1 for the Thirteen-three Handicap, the favorite being Lady Norah at 6 to 4.

Prince jumped away first and was never collared, eventually reeling off a victory by several lengths from Maggie Doon.

The favorite ran fourth, but with Prince out of the road she will make a mess of any of the other 13.3 ponies the next time she starts.

Prince, however, is due for a lot of races, and he is one of the best-looking miniatures seen out for some time.

Red Jason, a solidly backed second favorite, won the Rosebery Handicap easily from Aubrey, who started best backed.

The winner is by that successful sire Haut Boy, and judging by the manner in which he won he should cop the next race that is on tap.

Myall Queen and Isalt were the only two horses backed for large amounts in the Approved Stakes, and they ran as named, the former scoring easily after leading throughout.

A great race was witnessed in the 14.2 Handicap between Esor and Edna, the former winning by a short head.

Odd Sock, who started favorite, did not do too well, and maybe hard going is more to her liking.

TRAMWAY MEN! If you want the best meat at the cheapest rates, deal with E. H. EDWARDS Regent St., Redfern, THE LEADING BUTCHER.

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WHAT IS IT? Portland Cement, reinforced with Asbestos. It has the strength and durability of concrete, and the cool and fire-proof quality of Asbestos. It is, therefore, strong, light, durable, cool, and anti-fire-proof, artistic in appearance. Made in Slates for Roofing, Red, Grey and Purple. In Sheets 8ft. 2in. x 4ft. for Walls, Lining and Ceilings. Used by the Australian Governments; also for covering Churches, Villas, Homesteads, Dairies, Silos, etc. Write for Illustrated Catalogue "C" to Sole Importers—JAMES HARDIE & CO., Circular Quay West, Sydney.

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BORROWING MADE EASY —AT— GOLDBERG'S, 219 King St., Newtown. Oldest Established Loan Office.

CONSULTATION AND ADVICE.

Cleaners Acting as Motor Attendants.—Are cleaners acting as motor attendants not entitled to wages paid attendants, viz.: 9s. per day?—Anxious (Newcastle). Answer.—There is no award on this matter. You should write the department stating case and they may rectify same.

"On Service."—I am a fletcher at Bowling, and brought timber from Goulburn to build a house. Owing to Goulburn not being the nearest market town, the Department charged me for carriage on the timber. What can I do?—A.M., Bowling.

Answer.—As your case has special circumstances, appeal to the Department stating full facts.

Reuben G. complains that he could not find reference to his carpenters in the Per. Way claims.

Answer.—You are provided for under clause 15 of the claims. Considerable information is ready for presentation to the Board on this matter.

Are fuelmen who sign on at 2 p.m. and sign off at 11 p.m. entitled to night pay, viz., 6d. per night?—Branch Secretary (Murrurundi).

Answer.—There is no alteration in these matters, the Award providing for existing conditions to continue. If the men received the 6d. before the Award they are still entitled to same, otherwise they cannot claim the extra pay.

Is it right that fuelmen who are made to work on a Sunday night, to suit Department, have to take time off on a week day in lieu of same?—Branch Secretary, Murrurundi.

Answer.—As the Award made no alteration in this respect the Department can book these men off for Sunday duty. It all depends on the practice before the Award came into force.

I have to complain of personal correspondence going to gangers and not direct to person to whom addressed.—J.A., Olong.

Answer.—This is a matter of Departmental regulation, in which we cannot do much. If any specific instance of employees' correspondence being interfered with could be given we could then take the matter up.

Branch Secretary (Armidale).—Yours re agency "Co-operator" noted. Thanks for trouble taken. We will write you next week.

Mr. Alexander Dryden (Harden).—(1) The gang in question can only try for re-employment. (2) Casual hands have no right of appeal under the Act; they are employed casually and dispensed with when their services are no longer required. The Department is the sole judge in the matter.

Seniority.—Two boys working in the Loco. Department on 5s. per day, the one has been made permanent about six weeks, and the other only about four weeks. Both boys being available, can the foreman send the junior out firing casual, or should the senior be the one that is sent out?—T. Eather, Singleton.

Answer.—Seniority counts in grade and not in service. Other things being equal the senior boy should be given preference.

Shunters' Wages.—I am a shunter at [redacted], receiving 7s. 6d. per day, work fourteen days a period, but do not get more than twelve days in. I am in charge of the yard. Another employee just made a shunter gets the same pay, 7s. 6d., and gets thirteen days in. He has no responsibility whatever. I will be two years a shunter about 20th July next. Will you please let me know if I am entitled to more pay, as I do not consider it fair that an under hand should get more than I do, and have no responsibility on his shoulders.—"Patriot."

Answer.—You are not entitled to more wages under the Award, but you should bring the other matter mentioned before the Department. Exhaust the Department, and if no satisfaction is gained, refer to the Association.

Numerous Enquirers.—It costs nothing to get the services of our shopping columns. That service is Free!

ASSOCIATED RACING CLUBS' PONY RACES. NEXT MEETINGS: VICTORIA PARK - WED., JUNE 29. ROSEBURY - SAT., JULY 2. KENSINGTON - WED., JULY 6. J. UNDERHILL, Sec., Phone 2082. 11 Elizabeth Street.

THE Amalgamated Railway & Tramway 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).

COUNCIL.

Table with columns: Branch, Secretary's Name and Address, Place and Time of Meeting. Lists various branches like Sydney, Granville, Penrith, Eskbank, etc.

CULCAIRN.

The usual monthly meeting was held last week, to a good attendance of members. The correspondence was left in the hands of the Secretary to deal with.

NEWCASTLE.

The above branch held their monthly meeting at the Trades Hall on Tuesday 14 June, 1910, Mr. J. Bailey, Vice-President in the chair.

JUNE.

The monthly meeting of this branch was held in St. Luke's Hall on Saturday, June 11, 1910, Mr. Thos. Murray, President, in the chair.

HURSTVILLE.

A special meeting of the above branch was held in the Council Chambers, Hurstville, on Saturday, June 4, 1910, Mr. Bell (President) in the chair.

OUR ROLL OF HONOR.

"CO-OPERATORS." Any person willing to act as an agent should write J. H. Catts, Trades Hall, Sydney. Services paid for.

Copies of the "Co-operator" may be had each week, as under: Railway Bookstall—All branches. Hamilton Locos. Sheds—A. Ellis.

QUARRY WAGES BOARD.

SOME PRELIMINARIES DECIDED.

The Quarry Wages Board met at the offices of the Chief Commissioner on June 16th. Present: Mr. Meillon (chairman), Mr. James Fraser, Acting Commissioner (Departmental representative), and Mr. Cameron (employees' representative); Mr. J. Cargill, solicitor for railways, appeared to conduct the Department's case, and Mr. J. H. Catts, M.H.R., General Secretary Amalgamated Railway and Tramway Association, appeared on behalf of the men.

A little preliminary argument preceded the calling of evidence. Mr. Catts asked if it were not possible for the Department to concede what was claimed without going into evidence. The home passes (the disputed item) has been in existence for many years, and it was only since the Wages Board award that they had been stopped.

Mr. Fraser contended that the pass was not a privilege in the ordinary sense of the term, but a duty pass, and that the Department expected all their employees in stationary positions to live in close proximity to their work. Mr. Meillon (chairman) said that the way it appeared to him was this. That the Wages Board had granted certain increases to the men. These increases were not being shared equally by them.

Mr. James Pennington was then called, and examined by Mr. Catts. He stated that he was a spawler at the Tarana quarries. There were thirty-two employees at Tarana, of whom four were draymen. His residence was in Bathurst; he had been employed by the Department for five years, and had received a home pass each week. The fare to Bathurst was 3/6 return, which he had been called upon to pay since the award. He would go home every week if he could get a pass to do so.

His wages were 8/- per day. He could not afford to build a house for himself even if the land were available at Tarana. He had three in family. About ten of the employees at Tarana lived at Bathurst, one at Wambool, and two at Brewongle. The men who were living at Bathurst were on the following rates—Two at 7/-; three at 7/6; one at 3/ (nipper); three at 8/-; two at 8/6.

Passes had been stopped from the whole of these men. He did not consider it possible to build houses at the quarry for the whole of the men, even if they had money to do it, as there was not enough land available. The land outside the quarry was owned by a farmer named Wade, who worked as a contractor with a horse and dray at the quarries Tarana, the nearest platform, was three miles away. There were no houses at Tarana. Some of the men employed at the quarry were local residents on adjoining farms before commencing to work for the Commissioners. The Bathurst men were all living in Bathurst when employed. They had periods of out of work at the quarry. At times the quarry had been shut down for five and six weeks at a stretch. On such occasions it was a practice to send the men to work with the railway re-laying gang, when they were shifted about rapidly from place to place.

Cross-examined by Mr. Cargill, the witness said that he did not know why the passes were previously issued. He did not know of any available land inside the railway fence on either side of the quarry where houses could be built. In fact, he would definitely say that for some considerable distance on either side there was no available land. Owing to the nature of the country houses could not be built on it. He had been in receipt of 7/6 per day before the award. The quarry was shut down during the period of the recent coal strike for about five weeks, but it was the general practice to close it up for ten days at Christmas and seven days at Easter.

James White, examined by Mr. Catts, stated that he was a spawler working in the Ardglan quarry. He received 8/- per day. The employees of the Ardglan quarry consisted of about twenty-five all told. Six of the men resided in Newcastle, one (the engine driver) resided in Sydney, one resided in either Scone or Muswellbrook, one resided in Maitland, and several resided with their parents on adjoining farms. Previous to the award, all these men were allowed home passes. He himself was a resident of one of the Newcastle suburbs, and was engaged to go to Ardglan in Newcastle, and understood that home passes would be issued to him weekly. This concession had been in existence for some years. The engine driver was allowed a home pass to Sydney once a fortnight. The fare to Newcastle was 18/8, and was prohibitive. It meant that the Newcastle men could not go home. He had been working in the quarries two years and eight months. The men live in tents generally. The quarry stops work regularly at Christmas and Easter for about three weeks in all. The whole of the men felt the taking away of the privilege of home passes very severely.

Cross-examined by Mr. Cargill, witness stated that there was no land available at the Ardglan quarries to build twenty-five residences. He did not think that any land outside the quarry was available, and inside the railway fence he did not know of any point within three miles where a house could be built. Murrurundi was six miles away, and was a railway depot. Some of the men went into Murrurundi at week ends. Webeck, Porter and Hamilton, who worked in the quarries, were farmers sons who lived in the locality.

In addressing the Board, Mr. Cargill referred to the difficulty in arranging these home passes so as to confer equal benefit on the men concerned. The distance from Tarana to Bathurst, for instance, was about eighteen miles, but the distance from Newcastle to Ardglan was about 105 miles, and he did not think it would be asked that the Commissioners should be compelled to grant a home pass to Sydney. If home passes were to be issued indiscriminately then a man could live where he liked, although he might be able to find suitable accommodation within a very short distance of his work. It would be impossible to lay down a clause that would be equitable providing for the men to all receive an equal benefit, owing to the variation of distances to their homes referred to. One of the fundamental principles of the service was that the men should live at the nearest spot to their work. This, as Mr. Fraser had pointed out, was not a privilege pass, but a duty pass. The men worked at these quarries year in and year out.

Mr. Catts: Do not the tramway workshops men at Randwick have a free special tram put on night and morning to convey them between the Central Railway Station and the Randwick workshops?

Mr. Cargill: That is so, but that was instituted to encourage the men to live away from the thickly-populated parts of the city. He submitted that the chairman would find it impossible to lay down any clause compelling the Commissioners to grant home passes which would be equitable and not subject to any amount of difficulty. If it was held to be a fair thing to compel the department to grant weekly passes, why not compel them also to grant daily passes. If they were able to give a home pass to Werris Creek, why could they not be compelled to give a weekly pass to a man who resided at Mudgee. He submitted that when put to the test, the claim was an impossible one.

Mr. Catts, in addressing the Board in reply to Mr. Cargill, stated that the difficulties Mr. Cargill complained of were wholly the result of the Department's own granting. There was no difficulty in granting these men home passes during the last five or six years. It had not been shown that any difficulty had arisen in the administration regarding them. As to the difficulties arising out of the form of claim before the Board, that was also the Department's fault. At a previous meeting of the Board the Association had put forward its claim in a perfectly simple manner, but the Department had chosen to raise the legal point of want of jurisdiction if claimed in that form. This had compelled them to bring it forward in the form of a demand for an increased rate of wages to those employees to whom passes were denied. If the Department chose to concede the home passes as heretofore, there would be no need to insist upon the increased wages referred to. The Department was wholly responsible for any difficulty in regard to the matter. He submitted that any inconvenience arising out of the form of the Board's award should be imposed upon the Department rather than the men, in the circumstances. It was very easy for them on the Board to look lightly on a grievance of this kind, but it must be remembered that the men concerned were all in receipt of a small wage, and had a constant struggle to keep their heads above water. He would put it to them this way. Suppose Parliament granted an increase in wages to Mr. Fraser and Mr. Cargill, and immediately turned round and took away the first-class passes which enabled these gentlemen to live at any point that suited them, they would certainly feel that they had a grievance.

Mr. Cargill: I would not be at all put out if they took my free pass away. Mr. Catts: Well you are one of the exceptions. Proceeding Mr. Catts stated that privileges of the kind were inserted in other awards. In the Traffic award, for instance, it was laid down that a free yearly pass should be granted to an employee and his family all over the State, and surely, if it was reasonable to make such a condition it could not be held to be unreasonable to issue passes for men to visit their homes at week ends. The reference to a daily pass as the logical outcome of demand for weekly passes, he held was ridiculous. It may be perfectly legitimate and reasonable to go along in one direction to a specified point, but to go beyond that might be absurd. Anyhow, the question of daily passes was not being contended for, and he held that this claim must be judged according to its own merits. He felt sure that the Board would grant some redress under the circumstances. The Board then adjourned to consider their decision, and it was found that Mr. Fraser was not able to agree. The matter, therefore, was left to the chairman to decide. The chairman stated that he intended to grant some limited form of relief, but would need a little time to draft a clause. He would endeavor to call the Board together in a few days time, and place before them the result of his efforts.

OWN YOUR OWN HOME.

Nothing is so heartbreaking as to pay rent week after week, until at the end of the year it is found that a considerable sum has been paid, and there is nothing to show for it in return. Messrs. J. Frank Cox and Dunrich, of 4 Lombard Chambers, 107 Pitt-street, offer our readers a comfortable home on easy terms, so that, instead of paying rent and parting with their money for ever, they are practically putting it into their own pocket, as the property will ultimately become their own. Give them a call or write, and they will show you how to realise your ambition and become your own landlord.

The officers of the newly-formed Gulgai Labor League were elected last week as follows:—President, Mr. J. Wood; V.P. Mr. P. Howard; Secretary, Mrs. J. Wood; Treasurer, Mr. W. J. Woolley. This new league is making rapid progress.

FREE TROUSERS OR FANCY VESTS With Your Suit to Measure.



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

NORTH BRITISH & MERCANTILE INSURANCE CO. Established 1809. Total Funds - £19,121,310. FIRE INSURANCE—LOWEST RATES.—SUBURBAN AGENTS WANTED. Local Board: S. E. LAIDLEY, Esq., MARK SHELTON, Esq. GEO. S. ARTHUR, Res. Sec., 64 Pitt St.

CLOSER SETTLEMENT—PRIVATE SUBDIVISIONS.

The Government claim that their policy has led to the private subdivision of many estates. Whatever private subdivision has taken place has arisen from the ever increasing demand for land, particularly wheat and dairying. The prices obtained during the last five years for practically virgin country have been higher than ever before in the history of the State. The private subdivisions have not brought any new settlers to the country and have not met the local demand for land. In many cases they have led only to the enlargement of adjoining estates and to the displacement of tenant farmers. Illustrations:— When estate was privately subdivided. One new settler obtained a block. The rest was purchased by adjoining owners, who had more than sufficient as a living area. Keswick subdivided privately. The whole of it was bought by adjoining owners who had living areas. Pylara subdivided privately and purchased completely by adjoining owners. Richlands estate was subdivided privately. Twelve tenant farmers were turned out and the estate was purchased by one absentee and two sons of adjoining owners. (The above estates are all in the Goulburn Land Board district.) Private subdivision offers no guarantee against future aggregation. To meet this, Mr. Moore, as Minister for Lands, introduced a Bill the object of which was to control private subdivisions and bring them under the Closer Settlement Act. A tremendous furore was at once created by Government supporters against interfering with the rights of landholders, and the Government hastily abandoned the essential features of the Bill. Private subdivisions, therefore, now are absolutely valueless, as banks and other financial institutions can again build them up into large estates. In a speech before Parliament on closer settlement, Mr. Moore quoted the following figures:— Private subdivisions, area offered in N.S.W. during the years 1901-9 inclusive, 1,485,443 acres; area sold during that period, 1,249,672 acres; number of blocks sold, 3,555; number of purchasers, 1,663; number of new settlers, 592. It is hardly likely the loss of a considerable number of tenant farmers is considered in connection with the above list. For example, Richlands subdivision would be regarded thus:— Number of purchasers . . . 3 Number of new settlers . . . 2 Whereas the result should be, less 12 tenant farmers turned off, total loss to State from Richlands subdivision, 10 settlers.

THE PORTERS' AWARD.

THE COMMISSIONER'S APPEAL AGAINST JURISDICTION.

THE ARGUMENT CONCLUDED. JUDGE HEYDON RESERVES DECISION.

Contrary to expectations, the hearing of the Commissioners' appeal against the jurisdiction of the Traffic Wages Board in what is known as the Porters' Award, was again listed in the Industrial Court last week. When the Court adjourned the previous week, at the stage of the hearing reported in our last issue, it was understood that two days of the following week would be set apart for the hearing of the appeal by the Amalgamated R. and T. S. Association against the minimum wage clauses of the same award. Judge Heydon, however, decided to resume the hearing of the Commissioners' appeal on Thursday last.

Mr. Weigall, barrister-at-law, instructed by the railway solicitor, appeared on behalf of the Chief Commissioner in support of the appeal; Mr. G. S. Beeby, of Messrs. Moffatt and Beeby, solicitors, instructed by Mr. J. H. Catts, M.P., Gen. Sec. of the A.R. and T. Association, appearing to oppose. The grounds of the appeal were as stated last week: That the Board had no jurisdiction to award clauses 14 and 15 of the Porters' Award, granting a full week's pay for each year of service upon retirement, and one month's leave of absence on full pay after twenty years of service, respectively.

Mr. Beeby continued his argument in reply to the case for the appeal as put by Mr. Weigall at the previous hearing. He began by briefly recapitulating that portion of his reply substantially reported in our last issue. He then proceeded to quote further authorities in support of his contention that the Wages Board had power to make an award effecting the privileges of the servants in the employ of the Chief Railway Commissioner.

He submitted that in the case of the electrical trades against the Railway Commissioners, the court had assumed jurisdiction on the question of the promotion of the servants. Subject to qualification, the court had even indicated in that case the body or bodies of men from whom promotions were to be made from time to time. That was clearly an assumption of control over the rights of the employer in regard to the privileges of his employees. Then again, in the case of the journeyman tailors, there were quite a number of inroads made on the common law rights of the employer. The court had practically held that where there were two classes of workers employed, the common law right of the employer to employ whom he liked and distribute the work as he liked (particularly with reference to the allotment of piece-workers) should be interfered with.

Judge Heydon.—The whole trouble is that no clearly-defined set of principles has been laid down to govern the exercise of the very wide jurisdiction assumed by the Board. It appears that the Court can do what it likes, but then again, it may not do what it likes because it was really absurd to say to a Board you can do what you like.

Mr. Beeby.—There are limitations, I admit, your Honor. If the Court attempted to do anything outside the customary conditions of employment, it would be wise to restrict it. But in this case, it is admitted that these two matters have been dealt with by the Commissioners in the past, and have become an established custom in the service. Then I submit that that having been done, the Court will not cut down the powers of the Board, which may and should, I admit, exercise a very jealous supervision. In the grocers' case, upon which my learned friend seems to rely very largely, I submit that the Board attempted to impose something new, something which was certainly not an established custom in the industry. But in our case I submit again that every employee goes into the service with the full knowledge of these regulations of the Railway Act with regard to privileges. It is a matter of common knowledge, and the desire of the Board was simply to give these privileges to railway employees as a matter of right, and not to leave them any longer simple matters of grace. Then in reply to another argument of my learned friend, I submit that the right to these privileges is one which accrues during the term of the employment. The Master Carriers' case, decided by the High Court, has been quoted in support of the contention in favor of the appeal; that in order to secure the right to these privileges the relationship of employer and employee had actually to cease.

Judge Heydon.—The Master Carriers was a very difficult case. The appeal was based upon a New Zealand case which had decided that preference to Unionists could be given. That New Zealand case was cited in the Master Carriers' appeal, but nothing was said about it in the judgment. In that case, the point was as to whether preference should be given to applicants for employment. It will be clear that no relationship of employer and employee could be in existence in the case of applicants for employment. The Court in that case got rid of the difficulty by referring to the terms of the Act, and saying that an industrial matter only meant a matter of relationship between employer and employee.

Mr. Beeby.—I submit again, your Honor, that this right to retiring allowances is accumulating month by month during the employment, and the contention that the relationship has ceased, cannot be upheld in this case. At this stage the Court adjourned for lunch.

Upon resuming, Mr. Beeby continued his argument. He said: I was urging before the adjournment, particularly with regard to clause 14, that the award does not grant something, the right to which has only accrued after the termination of employment, and that even taking the strictest view of the Trolley and Draymen's case, that in no way covers this clause. With regard to clause 15, I submit that it does not attempt any control of the employer after relationship has ceased, as urged by my learned friend. There is a clear right accruing year after year during the whole of the service. The effect of it really amounts to this: that during the last week of his employment, the employee shall be entitled to extra pay. That, I submit, is a fair and reasonable construction to place on the award of the Board, and it is not in any way the granting of something definite after the relationship has ended. I would draw your Honor's attention to a portion of the Shop Assistants' award which has been quoted so extensively in support of the appeal. I submit that there a similar condition arose. It is provided that every shop assistant who has been three months in an employer's service shall be given a certificate of character. Clearly that certificate cannot relate to anything but his employment, and yet it is not given until after the employment has ceased.

Association's Case Concluded. Mr. Beeby then referred his Honor to the case of the N.S.W. Tramway Union against the Chief Commissioner, decided by Mr. Justice Street. In that case, he submitted, both as regards the matter of the suggested abolition of the ticket system, and the granting of a day's leave of absence on full pay for every public holiday worked, the Court had assumed jurisdiction in matters of privilege and custom. In further reply to the contentions based on the decisions in the Clancy and Master Carriers' case, he contended that the Court was dealing now with an Act that was not in existence when those cases were decided. He contended that the legislature undoubtedly intended to give the Court a particular power to deal with matters that are apparently industrial, at its discretion. They were merely asking for the inclusion in the award of a custom which had grown up in the industry, and which was one of the matters taken into consideration when the employment was entered into. Whether those powers were advisable, or were granted on the weight of evidence, was beside the question. He was there to urge that the Court should not cut those powers down. With regard to the second ground of appeal, he could only say that if the clause were unworkable, as urged, the Commissioners have the simple remedy of taking it before the Board, and asking for a variation of the award. But as there was no serious argument urged, and no evidence brought forward on that point, he submitted that the Court would decide the case in favor of the Association.

The Commissioner's Reply. Mr. Weigall then replied to the criticism of the Commissioner's case contained in Mr. Beeby's answer. He contended that Mr. Beeby had dexterously placed the case in exact juxtaposition. The decision of the Court; the conclusion of the whole matter; must come within the express terms of the Act. It was no use to go on quoting awards in other cases. They were well aware that many of the awards could be shown to be quite ultra vires, from the standpoint of the present Industrial Disputes Act.

Judge Heydon.—When these Acts were passed and the Courts constituted and given jurisdiction over industrial matters, it was not an absolutely fresh start. Industrial relations had existed for a very long time. Industrial disputes had arisen and various methods had been discussed, disputed about and decided, so that there were settled views about what were industrial matters. Don't these settled views help the Court to find out what are industrial matters?

Mr. Weigall.—I shall say this, frankly, your Honor, that if it hadn't been for a certain express decision of your Honor's (the grocers' case) I should not have argued that it wasn't an industrial matter, but I submit that the case is absolutely covered by your Honor's decision in the shop assistants' case.

Judge Heydon (smilingly).—Oh! Mr. Weigall.—I submit, your Honor, that the only ground on which the Board can order a month's holiday on full pay would be that it was something taken into consideration in assessing the wages to be paid to the employee. In this award the Board themselves have said they have not done that, when they say in clause 13: "The following privileges already in existence and for which the rates of pay have been fixed, shall continue." He would again submit that the words "privileges, rights, or duties" clearly referred to matters of mutual obligation. The Clancy case, decided by the High Court, was not cited because of the facts, but because of the general principle laid down. The Court must find some general principle on which it could construe the Act. He then quoted the Painters' Award and one or two other authorities in support of his

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.—Apprentices: Joseph Cockburn, Eveleigh; William J. Daley, Frederick Dedman, Eveleigh. Machinist: Charles Milburn, Eveleigh. Shop Boy: Roy Dixon, Eveleigh. Upholsteress: Elizabeth Grant Eveleigh. Cleaners: Francis O'Rourke, Goulburn; Alfred E. Nelson, Edward Gillespie, Francis Leecount, James J. Pollard, Robert White, Goulburn; Leonard Danswan, Walter Lawson, Harden; William Ollerenshaw, Narrandera; Vere Masters, John Collum, William Longworth, Penrith; Henry Hunt, Peter Lenertz, Walter Gornall, William Morris, Thomas Kirkman, Vincent Smith, Bathurst; Frederick Poole, Wellington. Blacksmith: Percy A. Gray, Penrith. Call Boy: Ernest Clout, Clyde. Permanent Way Branch.—Plumber: Henry Wheelans, Goulburn. Fetter: George Musgrove, Dubbo-Coonamble. Traffic Branch.—Porters: George V. Love (re-employed), St. Peters; William H. Murray, Redfern; Joshua Wiggins, Metropolitan Relief; Benjamin Jones, Temora; Richard H. Leverage, Spring Hill; Percival J. Shean, Wellington. Gatekeepers: Nellie E. Blackwood, Whitton; Richard A. Burnett, Blackheath; Ethel M. Leverage, Millthorpe. Telephone Boys: John M. Quigley, Sydney; Frederick Drew, Lewisham. Probationers: Aloysius C. McCooney, Mittagong; Herbert C. Wilson, Goulburn; James P. McCarthy, St. Leonards; Bruce F. Stokes, Metropolitan Relief; Stanley C. Berry, Carcoar; John A. Earl, Orange; Arthur C. Murray, Wongarbon. Electrical Branch.—Fitter: Francis Langmead, Eveleigh. Turner: Albert Dennis, Eveleigh. Probationer: Francis Stapleton, Orange. Stores.—Laboratory Attendant: George O. D. Proud, Eveleigh. PROMOTIONS. Locomotive Branch.—Laborer to Litter's Assistant: Frederick McQuade, Eveleigh. Assistant Furnaceman to Furnaceman: William Black, Eveleigh. First-class Painter to Assistant Foreman Painter: Arthur Stainton, Eveleigh. Fitter to Leading Fitter: David Bell, Eveleigh. Laborer to Ambulance Instructor: Henry Harding, Goulburn. Cleaners to Firemen: Francis Fenn, George Hensburgh, Goulburn; Albert Rynards, Penrith; William McGarity, Wallerawang; Daniel Reddy, Hornsby. Firemen to Drivers: John Kingsbury, Wallerawang; Henry Smith, Penrith; Frederick Cracknell, Penrith. Engine Turner to Fireman: John Betts, Penrith. Shop Boy to Cleaner: Porteous Connelly, Eveleigh.

original contention that the contested privileges were not industrial matters, and in conclusion referred his Honor to several eminent legal definitions of the terms Custom and Usage. This concluded the argument, and the Court adjourned, his Honor intimating that he would consider his decision.

A SNAP SHOT. AT THE APPEALS BOARD.

It was a funny interlude. A guard was mulct for half a quid because he waved a green rag to a P class that had a string behind her that nought but a T class could keep revolving on an up grade. The pronouncement issued by the Head Sherrang stated that the Westinghouse wind winder was to be ready to take out forty-four with a T class, and the forty-four were hooked up. Sad to relate, a high-flying P Buljine skipped down the rails and was duly hitched up. She romped along the level like a medico's motor car in Macquarie-street, but when a long forty had to be negotiated she grunted, snorted, and at last shook her tail—in fact, she gibbed, bailed up, and side-tracked everything on the road. This was all on the charge sheet. When the appellant faced the music with agent Carroll at the advocate's table, the charge was read and the orders admitted. "Why" said Amalgamated Brown, the men's live representative, "what's this? The Department admit having instructed the appellant to be ready to take charge of forty-four trucks with a T class engine attached; that you got the train ready, but instead of a T they sent a P class engine to draw the load of a T? Where's the case? You surely don't expect the guard to know you made this alteration without telling him of it?" "I do not think it's the guard's duty to know of those changes without he was informed of it. You have no case," said Mr. Chairman Hall to the Department's representative. It was all over if Mickey hadn't found his jaw. "That's not our case," he exclaimed. "We admit that the appellant knew that a P class engine was attached." "Then you ought to be outside the court," said Mr. Brown. "You have no case," said Mr. Hall. "What are you appealing against? We say that in our opinion it was scarcely the appellant's duty to know of the change, but you deny the soft impeachment, and declare that he did know it, and if so, the appellant was in default for going away with an overload. Next, please!" Brown scowled savagely. Thow laughed; Hall's good humored face was lit up by sprites of humorous suggestion, and Blanche (the Department's representative) looked like one looks when in these days he gets an unexpected increase. But the latter will be common if Promising Wade gets the electors' tip to keep in office—if he does. Please see that they are not all P.N.'s. We simply ask our office poet to tune his lyre: Ah, Mickey Carroll, yer hed's loike a barrel, Yer blind as a bat, poor leech of the law; Now look up the basis, when Jerry's next case is Penden' the Court, and be cute fur a faw. Be the piper ov Moses! yer bed won't be roses, Unless ye ken gie us an eloquent jaw. Ye were named elocuther, but ye turned persecuther, Bad scan to ye, Mickey, ye blunthering Daw!

ST. LEONARDS' P.L.L. The usual weekly meeting of the above was held on Tuesday night, Mr. J. S. Stanton, the President, presiding over about forty members, including Mr. G. M. Downs, the locally selected Labor candidate, who addressed the meeting on organization. Nine members of the Women's Organising Committee, together with a similar number from the local League, are to be available for an exhaustive canvass of the electorate during the campaign. To augment the funds a social is to be held, and the following were appointed a committee to go into the matter: Messrs. Stanton, Cowdray, Seymour, Thew, Mathieson, Perrin, and Downs. It was decided to invite the Rev. T. A. Crawford to deliver a lecture at North Sydney at some early date on "Labor Ideals." Fifteen new members were admitted. Mr. F. Cheeseman urged the claims of the "Co-operator" very strongly upon the meeting, explaining terms of subscription, etc., and answered a few questions dealing with the State and Commonwealth political pages in the paper. A retired servant writes:—I wish to become a subscriber to the "Railway and Tramway Co-operator." I have seen a copy and read it, and I find it very interesting, and being an old retired servant, I like to keep in touch with the workings of railway matters.

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