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CONDUCTED BY J. H. CATTS, M.H.R.

PRESS GALLERY NOTES.

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 Govern-

ment to do great things for the country is in striking contrast to their feeble efforts for the last three years.

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 fritted away in the consideration of a score of minor bills which had kent back the reforms which the Government.

kept back the reforms which the Government now professes to be anxious to push through?

Proceedings iopened 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

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

was the worst Government that New South Wales had ever had. The chal-lenge 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 re-fusal of Government supporters to lis-ten 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

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 crue and every criticism was met by a perpetual repetition of this phrase.

The Opposition Leader was parti-

background.

years to carry out.

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VOL. VI., No. 9.

THURSDAY, JUNE 23, 1910.

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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, enmet with long and tedious delays, enormous legal expenses in fighting prohibitions, and ultimately tha 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 bitration 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 Preimer, was a dangerous and ill-considered measure, and on the first light of criticism was withdrawn by the Wede Covernment, and enother Wade Government, and another Bill brought in. Various other amend-mnets were afterwards made and what-

cularly 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 measure were solely attributable to 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 trial 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 NO CONFIDENCE DEBATE. The Premier was also in good fighting form, and in spite of his persistent neerjections while Mr. McGowen was peaking, showed childish resentment the outset with the slightest com-ent made by Opposition supporters, alle he was speaking. The main he of argument adopted was an at-mpt to prove that Opposition memrs had supported penal provisions in e first Industrial Disputes Act, and achieve that end the Premier used method for which he has become no rious. For instance, he quoted from nearly speech made by the Member or Blayney, but instead of reading whole paraghaph picked out one entence 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 Inustrial Disputes Act certain "revela-ions" 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 inuendoes, but the challenge was not accepted. The Premier then intimated that he really meant to carry ort 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 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 be-ing 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 measure by the Prisons. 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.

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 Opposi-tion. The chosen of Orange has no method, and not much scruple. His 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 mier 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 lasked 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 sercrecy. But the chal-lenge 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 revelaman has hinted at mysterious revela-tions he could make, but when brought up to the scratch generally backs down by saying his information is confi-dential and cannot be disclosed. The Premier was evidently very angry at the rather discreditable display which had been made by one of his follow-ers, and agreed to the adjournment of the debate to the following week.



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who are wise put a few shillings a month into a block of land in some suitable locality, thus laying the foun-dation of a future home of their own or else a little investment which will stand them in good stead later on smooth-ing the path in their declining years. The young man starting out in a con-stant job if not reckless or careless begins to save for the cosy little home which he looks forward to. If he begins in time when that home is occu be discussed by the land of the landlord's. We are out to do business, but we are out to do it on legitimate lines and the first object of this Company is to assist such men to become their own. andlords. So many men in the ser ice have done business with the old vice have done business with the old Haymarket Company, that references as to our methods of dealing can be had from men who are working with you every day. Ask any of them if they ever regretted dealing with this Company. To men in the service we can show building and home sites which we know will suit them. There is Dobroyd Park, Haberfield, where several are located and there are a few goods lots still left. There are also a few left in the Fernbank Estate, Marrickville, Then there is the St. Kilda Park Estate, the pick of the Kogarah and Sans Souci District where the lots are unequalled for railway men, who and Sans Souci District where the lots are unequalled for railway men, who can get a season ticket by train and tram and live in the country and by the sea-side. There is also the Alston Park Estate on the heights of Bexley, a beautiful situation practically in the country. Lots are available in any of country. Lots are available in these Estates on terms to suit every-

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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 re-cent Federal election, we have admin-istered 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 phyhe is so fond of administering to

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 criti-cism 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" (is-sued 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) statements made by Mr. Warton in the daily press, that if the issue was between "Mr. Catts the Unionist and Mr. Catts the politician. 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 organisation of the movement should not be carried into the political Labor arena, but as Mr. Warton is solely responsible for this, he cannot complain if we refuse to fight under Marquis of Queensbury while he adopts Haymarket

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 criticis-ing the Tramway Employees' Union as a body, but showing the type of leadership which has battened upon their unsuspecting loyalty and devo-

1. Holman and Beeby Charged. One does not need an extraordinary memory to recall the sensational chargof 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. Géo. 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: awton was dismissed from the service

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 and as to other startling charges which had been made."

n answer to enquiries as to Messrs. Lawton and Warton had been ssisted by cross-examination to sub stantiate their statements, Mr. Beeby

"I can only say that there is absolutely no-thing in the statement that Mr. Warton or Mr. Lawton were not assisted by Mr. Holman to bring out their evidence. It is impossible for anyone to re-establish evidence which has been broken up on cross examination."

24 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:—

orted 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, refound 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

Sydney Labor Council and to its Executive. Yet no proof of the statement is forthcoming. To everyone except Messrs. Lawton and Warton (1) the failure of the inquiry of 1906, (2) the collapse of the strike of 1908, and (3) the rapid disintegration of the Union in 1910, are largely the result of inter-nal rather than external causes.

4. Another False Statement. In the current "Record" the following characteristic statement appears

"Our journal now becomes the official or-gan of the Railway Traffic Employees' Association."

As a matter of fact, the only item of news concerning the Railway Traffic Staff is a flat contradiction to the

above. See "Record," first page:—
"The Railway Gazette' for May has reached
us. It contains interesting notes of the doings
of the several branches of the Federated Railway Transportation Association of Australia." The Railway Traffic Employees' Association is one of the branches of the federated body referred to, Six months ago the Railway Traffic Employees' Association issued a circular to its members, containing the following

"The Committee of Management have cided to withdraw from the 'Record' month." 6/12/1909.

5. Lies by Insinuation.

Falsehood is ever the resort of weak-ess. Strength endures on the basis of truth. But the meanest, most cowardly lie of all, is the back-handed lie by insinuation. On page 12 of the current "Record" the report of the case of tram conductor Johnson at the Appeal Board is copied from our issue of May 19th. The appellant pleaded guilty to the Department's case against him, and the appeal was dismissed. In our following issue, May 26th, we reported having taken Johnson to the ported having taken Johnson to the Chief Commissioner on appeal from the Appeal Board and secured his reinstatement. Nearly three weeks after the "Record" publishes the first action taken, but suppresses the second. What kind of contemptible lying is

6. Thief! Thief!

A reference to page 12 of the "Record" of June 15th, and page 8 of the "Co-operator" of May 19th, will show two things:—first, that the Appeal Board news in the "Record" is nearly a month old; secondly, that the whole of the report in the "Record" has been record to the report of the "Record" has been record to the report of the report stolen from our columns. Every comma and dot is copied exactly. Here are the two reports of one case:—

re the two reports of one case:

"Co-operator," May 19th, 1910.

George Arthur Kerway, electrician, Hamilton, was charged with the failure of the electic staff, due to the gauge ring having shifted staff No. 7. The staff was removed by enway; but subsequent examination showed the gauge ring loose. Other gauge rings were also found very loose. Punishment: Dismissed the service.

Appellant was defended by an agent; but the Board dismissed the appeal.

"Record", June 15th, 1910.

George Arthur Kenway, electrician, Hamil-

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

Punishment: Dismissed the service.

Appellant was defended by an agent; but the Board dismissed the appeal.

Our report was in error in intimating the dismissal of Mr. Kenway, and the "Record" reiterated the mistake. The "Record" states that steps are being taken to enable it to appear weekly. We shall be compelled to copyright our news columns to prevent thieving by the scissors and paste proclivities of its literary guide.

7. Deception and False Pretences. Any person reading the concluding paragraphs on page 4 of the current "Record" would come to the conclu-

That Mr. Catts, M.H.R., wrote letters to Bathurst traducing Mr. Warton.

called for an enquiry by the P.L.

. Executive. Mr. Catts, M.H.R., was called upon to make good his

charges. 4. That the result of the Executive decision "covered" Mr. Catts "with confusion."

Let it be distinctly understood that any such impression is absolutely false. Mr. Catts had nothing whatever to do with the matter.

1. The letters in question were sent to Bathurst by the Secretary of the Cook Federal Council against the advice of Mr. Catts.

2. Mr. Catts was not present at the P.L.L. Executive enquiry and had nothing whatever to do with

If this is the way the present Tram-way Union Executive represent its grievances to the departments, its rep-

utation is correctly estimated by the responsible officers. 8. The Lie Ridiculous,

Another assertion of the brazen, bumptious type appears on the first page of the "Record":—

"The N.S.W. Government Tramway Employ-ees' Union is the only Union which has ever done anything to improve the condi-tions of the tramway staff."

It is scarcely necessary to challenge this statement. It grins with bare-faced audacity. The Tramway Per. Way staff had its minimum wages raised from 6s. 6d. per day to 7s. by the Amalgamated Association. Later a Wages Board was constituted at the instance of the Amalgamated and afinstance of the Amalgamated and affected considerable improvement in their conditions, amongst which was the raising of the minimum wage of every laborer with six months' service and over to 7s. 6d. per day. This Wages Board covered about 1,300 tram-

9. Tramway Union or Orange Lodge. men That's another stumn cone

For the credit of improving certain industrial conditions of a section of the tramway staff, the Tramway ployees' Union is definitely challenged by Mr. W. Wallace, late Vice-President and erstwhile bosom friend of Messrs. Lawton and Warton. Mr. Wallace, being Vice-President of the Tramway Union 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:—

man," 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 honeycombed 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 band should be got. members of various lodges, and as it was recognised that one strong band 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

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

"The Roman influence in the Union endeavored to block the fronts for the cars, in order to set 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 constitutions described to the constitution of the statement of the s 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 become clearly discernable 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 strong-er. 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 some-what on the personnel of the candidate.

11. Evidently Something Wrong. A reference to page 23 of the "Work-" last week (June 16), under "Labor will show that the fol-League Notes,' lowing resolution was carried unani-mously 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, is it 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

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.
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 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.

REVIVAL OF PICTURES.

The arrival of the pictures of the funeral of the late King Edward VII. has caused a perfect revival in the moving picture business in Sydney. The Lyceum Theatre, the great home of Spenger's pictures was crowded of Spencer's pictures, was crowded with an enthusiastic audience at both with an enthusiastic audience at both matinee and evening performances and Monday, despite the very inclement state of the weather. The pictures are a perfect treat, and the film promises to un for a record season. Two performances are given daily at the Lyceum, where the arrangements constitute the ideal of the moving picture entertainment. A splendid orchestra adds in no small degree to the pleasure adds in no small degree to the pleasure of the patrons.

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 PARLIA-

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

MINIMUM WACE BILL. This Bill was originally introduced y 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 in-dustrial tribunals have determined that the fair earning capacity of juvenile labor beginning employment is at least five shillings per week." On di-vision the five shillings was carried. The following Government support-Messrs. Briner, Collins, Donaldson, Gilbert, Henley, Latimer, Levy, McCov, 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 exceskilled 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. 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 In-spector under the Factories and Shops

Act, reports:—Factories and Shops Act report, end of 1907, p.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 rethese 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 improvership 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.'

INDUSTRIAL DISPUTES ACT.

(1) Messrs. Wade and Carruthers eliberately killed the old Arbitration Act which the workers favored in pre-ference to the Board system. Al-though the President of the old Arbitration Court, three years before its expiry, stated that the Act had been practically knocked to pieces by the High Court decisions, the Liberal Party refused to amend the statute and allowed it to drag on and become utterly discredited until June, 1908. The workers had had such a disastrous time with the Arbitration Act during the last fateful three years, that the whole principle of industrial regulation was discredited. The Newcastle miners, who at the outset were willing and anxious to put all their troubles before the Arbitration Court, were involved in a perfect sea of altercation, and their contempt for arbitration is solely due to the wicked way in which the Government of the court of t ment refused to amend the Arbitration

(2) When the Act expired the Wade (2) When the Act expired the Wade Government introduced the Industrial Disputes Act, which was not an Arbitration Act, but an attempt to foist the weak and inoperative Board system of Victoria on to the workers, with penal clauses added. The first Bill introduced by Mr. Wade was one of the most monstrous pieces of legislation ever placed before Parliament. The moment the Labor Party had criticised its most important provisions it was romptly withdrawn altogether by Mr. Wade. Even he was ashamed of his own scheme, and introduced a fresh scheme in which a sort of mixed arbitration and Wages Board system was provided for. This Bill was also full of glaring anomalies, and after another struggle in the House it was completely altered at the instigation of the Labor Party. The Government yielded to the pressure of the Labor Party and mended all the main provision (3) The Act as passed was absolute-

ly distinct from the Act introduced. and further, what little effective work the Act has done is directly traceable to the amendments which were introduced at the instigation of the Labor Party. The four defects pointed out by the Party even after the Act had

passed its second reading have proved to be its weak spots. These are:— (a) The Boards in a great number of instances are presided over by inexperienced men without any judicial faculty and awards are frequently made which are the result of a friendly understanding tween the Chairman and the employers' representative.

(b) The Act contains no proper

awards. In sweated trades par-ticularly where employees require protection, no proper system of inspection exists and awards are dis-(c) The Act does not give fair

machinery for the enforcement of

recognition to unionists who are responsible for the uplifting of their particular industry.

(d) The penal provisions operate unfairly as between employers and employees. The striker is sent to gaol without the option. The employer who commits a lockout

(4) The policy of the Labor Party is to place the regulation of industries entirely in the hands of an Arbitration Court, giving that Court power to appoint Conciliation and Wages Boards to assist it in its work by heaving deto assist it in its work, but having the duty imposed upon it of being the sole

authority to make binding awards.

It must never be overlooked that even what good has been achieved under the present Act, it is not under the Act which Mr. Wade contemplated. The present Industrial Disputes Act is not the measure introduced by Mr. Wade but represent the best wards. Wade, but represents the best terms which the Labor Party could obtain

THE BATHURST LABOR SELEC-

TION.
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 categori 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 major. Mr. Coates secured an absolute major ity 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. 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 icism 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 letat Bathurst, and consider that the let-ter 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 in-structed 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 Botanv 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 a 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 farnily, 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 Eveleigh coal stage. A benefit social will be held in aid of Mrs. Barker and family in the Masonic Hall, Kingstreet, Newtown, on Friday, July 8.

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 goodst 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 blue serge does not appeal. It is undoubtedly the most popular of all dress materials—has been in ages

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 certicile a very cond. tainly a very warm color, but it is not every woman whom it suits; while the former may be worn to advantage by

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 the cost the same taxture navy tailoring serge. 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

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,



and a white paradise plume form the trimming. Price, 25/-. This is the style of hat one requires with a coat and skirt, as it helps to add an air of smartness to the wearer, or, rather, to increase the air of smartness.

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 have a to place fairly layers are proposed to place fairly layers are place. propose to place fairly large orders, thus getting the advantage of the very best prices, and the fact of the parcels contining goods for several people will, of course reduce the expenditure for freight to each one of the buyers considerably. I was very pleased to considerably. I was very pleased to receive this letter, and now hand the idea on to my other readers as something worthy their serious considera-tion. I shall be very glad to hear that the idea has been taken up amongst my country readers in other

Mrs. E.I., 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 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 £1 you sent, but as I was able to get the firm to pay the freight, your money was quite sufficient. I hope 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 Ashwood's had not allowed you the 5 per cent discount offered in the radvertisement. 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 graceries meat boots and shoes 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 paicels 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 belance standing to Mrs. W.E.C., Goulburn.—I have not glad to have another order from you. and to cut out the balance standing to your credit.

Mrs. K., Goulburn.—I was very glad 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 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 lea-ther 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 or-der, 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. 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 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 evitrouble, and was somewhat concerned

Sparklets from Sportdom

(By "SALVADOR,")

the local psalmsingers 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 form up by the

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 climber and climber.

beer and skittles. It is curious the crop of individuals that has sprung up in these modern days with such viru-

lent opposition to boxing, horse rac-ing, football, and every other great na-tional sporting institution. 'Tis a mystery to writer, my masters.

Dick Arnst has arrived in Jewhannesburg, and has already, doubtlessly, 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 currous 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 Pipe of the

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 petrol 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 shied 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

may be the means of bringing peace and harmony once more. It is predict-ed that the men who will be appointed will do the trick required, and matters

will run along as easy as a "free

How the mighty hath fallen! Paddy Lynch, a Northern River slogger, has challenged Bill Squires. Lynch is un-

known 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 hooks

so many really dangerous white hooks

and crooks pillaging and speiling around, seemingly with immunity, is

a mystery. Writer is of the opinion that white men caught in a foetid Chi-

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 nom-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 owning such a headle and the begins seeh

ing 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.

Saturday night's fight at the Gaiety Club, between Fred Bugbear and Pad-dy Kinnear, was responsible for something in the nature of a record. As they shaped up, Paddy balked with a 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 ruefully pouring out onto the payement. fully 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. Thrace the Englishman lifted the leather over beautifully. Dally managed to only boot it over on two occasions. Thus Lomas won by one goal. These Thus Lomas won by one goal. These two men are probably the best goal kicking Rugbies 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 scarrified 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 Wed-nesday's stouching match, a tremendous concourse of people wended to the big League match. But they who ex-pected the field to become a sea of gore and the air to be filled with blasphemy were doomed to disappoint-

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-guarters when they are bly 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 thave 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 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

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 promise. the team contains some most promising toeball specimens.

The Governor of California has 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 fraternity 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 heart action. there, and there is joy in the hearts of

dence of its worth since its arrival. The machine is invoiced at £6 exactly, and 2/6 was paid for packing, out of the credit standing to your account,

Mr. E. O. D'A., Manilla.—Your letter was characteristic of many that reach me from the country. It is be-

cause we know that our country readers are often at a very great disadvantage in shopping locally that we con-

duct 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

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, 1/3; ours, 2/11½ Butter—Your price, 1/3; ours, 1/1½ Baking powder—Your price, 1/6; ours

Baking powder-Your price, 1/6; ours.

Candles—Your price, 9d.; ours. 4d., 4½d., 5½d., 6d., 6½d., 7d.

The same proportionate reductions, or even more pronounced, would apply to

the purchase of boots and other drap-

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,

as requested by you.

to alter two of their stock lines to 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 very glad to have further orders from you to place with our advertising

THIS WANTS ATTENTION. A member of the north-west branch, Chilcott's Creek, of the Railway Workers and General Laborers' Asso-

ciation, writes us as follows, with a particular request for its publication:
—"If this should meet the eye of Mr.
I. 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. sustained the slightest injury.

THE ALL-BLACKS PRAISE ZAM-BUK.

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.

Besides keeping the victorious colonials so "fit," Zam-Buk proved remarkably effective for the hurts which are always so common in Football.

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.

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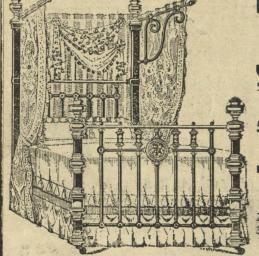
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THE RAILWAY & TRAMWAY CO-OPERATOR

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

PUBLISHED WEEKLY.

Editor: J. H. CATTS, M.H.R., Trades Hall, Sydney. TERMS TO SUBSCRIBERS

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Tramway men. Be sure and mention the "Railway and Tramway Co-opera-tor" when doing business. ARTICLES AND CONTRIBUTIONS.

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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 re-

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J. H. CATTS, M.H.R.,

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 and covered to the control of the city to work. ground 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 oppor-tunity 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, is it 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 end 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 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 sentimen-tal character in order to inspire legistal character in order to inspire legis-lative 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 en forced 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 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 be-tween 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

disgrace to such a highly prosperous 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 provide the control of the city. this glaring injustice will not longer be allowed to continue.

umbrella or overcoat, and very few in-deed 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

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 in-cluded 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 or duty the same night.

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.

Γ(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 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 (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 their

tative, 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 mechinical to the service they now propose to put mechinical to the service they now propose to put mechinical to the service they now propose to put mechinical to the service they now propose to put mechinical to the service they now propose to put mechinical to the service they now propose to put mechinical to the service they now propose to put mechinical to the service they now propose to put mechinical to the service they now propose to put mechinical to the service the ser vice 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. vice they now propose to put machin-

Booking Clerks.
Per annum. Cadets.— 16 to 17 years £40

	17,, 18,,
	18 ,, 19 -,,
	19 ,, 20 ,,
	21 years and over, minimum £120
-	2. Clerks.—
	1st year
	2nd
	3rd ,, £.140
	4th ,, £,150
1752	5th , £180
·	3. Leading Clerks.—
	1st year£200
	· 2nd ,, £,220
	3rd ,, £240
	4th ,,£,270
	5th Coro
	5th£350
	4. Subsequent promotion according
t	o seniority of service, other things be-
50 9	nor could

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 cen-

Grade.	Minimum.	Maximum.
	per annum.	per annum.
1	£400 .	. £500
2	£,350 .	: £,400
3	£325 .	. £375
4	$ \begin{array}{ccc} $. £350
5	£275 .	. £325
6		. £300
7	£225 .	£275
8		£250
9		£225
		. £200
	Night Officers.	
. Grade.	Minimum.	Maximum,
	per annum.	per annum.
1		£240
2		£230
3		. £220
4	£200 .	£210
5		. £200
. 6		. £190
7	+170	£180

£150 £140 8. Increments shall be paid at the rate of £10 per annum until maximum

General Conditions. 9. Officers relieving others in a higher grade to be paid same rate as the officer relieved. 10. Promotion to be according to se-

nority 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 em-ployees of the metropolitan district are interesting themselves in the matter of providing witnesses to give evidence before the Wages Board. A good dence 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 deable 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 Beeby, 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 Beeby write as follows:

"We have considered the depositions supplied to us in this matter, and have

supplied to us in this matter, and have 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 guarantee success in the matter, as the Railway Commissioner would probably set up the defence of common employ-ment and that the work was taken by ment 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 decidmissioner. 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 be-come 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 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 circumwho 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 £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 comportunity of very glad to take the opportunity of seconding. It is pointed out that if 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 services but there would seem to be all the services but there would seem to be all the services but there would seem to be all the services but there would seem to be all the services are the services but there would seem to be all the services are the services but there would seem to be all the services but there are the services are vice, 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, includassumed as the total expenses, including printing, stationery, and an 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 183 5s. 5d. the traffic men come part £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 APPELLANT'S APPRECIATION We have several times referred to the value of the Amalgamated Associ-

the value of the Amagamated 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 employ-ees 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 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 "Cooperator"), but who was reinstated by the Deputy Chief Commissioner, as a result of Mr. Stephenson's representations the following week. Mr. Murdoch writes:—

doch writes:—

"Kindly permit me through the columns of our paper to express to Mr.

J. Stephenson my sincere thanks and ratitude for the interest taken by him 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."

CUARD 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 twentyseven 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 Asfirst members of the Amalgamated As sociation, 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 lot of employees who would will not a lot of employees who would willing-ly 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 in-deed,'''

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. the redoubtable 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 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 advertiement 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 delivred to the Federal Parliament next week setting out the programme of the Fisher Government, in this issue, Ow-ing to an adjournment of the Party Change in the money volume arrers the Fisher Government, in this issue, Owmeeting, however, we are unable to do so, as we do not wish to give publicity to anything that is not absolutely reliable and complete. Labor's great National policy will appear in its entirety next week. Enough is now known to enable us to assure our readers that it will be even brighter than sanguine anticipations. Its three great points will be: National; Radical; Progressive. Look out for next week's "Co-operator."

THE COMMONWEALTH BANK.

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 commonweath Bank, the following explanatory notes from one of Banking experience will be appreciated:—

1. In order to facilitate and econo-

mise 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 Re-

(i.) That this bank shall be conducted purely as a Government Department, absolutely free from political

(i1.) That it shall be so constituted as to possess all the powers and immunities requisite to its security, to the recovery of its debts, and to the disposal of its property.

(iii.) That its capital shall be repre-

sented by 12,000 shares, of £100 each, of which at least 6,000 shall be in the hands of the Commonwealth Government, and that of the balance no State Government shall hold more than

(iv.) That the shares of the bank shall be transferable only to the Governments of the Commonwealth and the States; that the failure of any or all of the State Governments to subscribe shall not prevent the bank from commencing operations; and that in the event of a State Government desiring to dispose of shares in the bank, the Commonwealth Government shall have the first option of purchasing.

That the Commonwealth and State Governments holding shares shall be jointly and severally liable in respect, of all transactions of the

(vi.) That the bank shall act as the agent for the Mint in the purchase of raw gold and silver and the issue of

(vii.) That the bank shall be empowered to issue notes which shall, throughout the Commonweath, be legal tender at all places except the head office of the bank in each State; and that at such head offices payment of the value of notes presented may be made in gold or Commonwealth Conthe Comptroller-General of the bank.

(viii.) That the bank shall become the repository for the payment from time to time in respect of the Consolidated Revenue, Loan, and Trust Funds of the Commonwealth and State Governments, and the funds of municipal bodies, and shall pay interest on the daily balances thereof.

(ix.) That the bank shall provide for temporary advances by way of over-draft to Commonwealth and State Governments and municipal bodies.
(x.) That the bank shall, in other

respects, carry on an ordinary banking business, receiving from the public moneys on current account or fixed deposit, and making advances on good

security.

(xi.) That the bank shall carry out the inscription of all Commonwealthand State Inscribed Stock, and make all arrangements necessary for the conversion, redemption, renewal or issue of Commonwealth, State and Municipal Loans.

(xii.) That the Board of Management of the bank shall consist of a Comptroller-General, representing the Commonwealth, and one representative from each of the subscribing States

(xiii.) That the Treasurer of the (xiii.) That the Treasurer of the Commonwealth shall eb entitled to attend all meetings, and inspect all proceedings of the Board of Management.

(xiv.) That all payments to be made in London by Commonwealth or State Governments shall be made through the medium of the bank.

(xv.) That the General Post Office.

(xv.) That the General Post Office in each capital shall be the head office of the bank in that State, and that any post-office within the Commonwealth carrying on the business of a a branch of the bank.
(xvi.) That the bank shall be a

bank of reserve for the deposit of reserves of the banking companies operating in the Commonwealth.

(xvii.) That the regulations requisite for controlling the bank reserves shall be deposited for the controlling the bank reserves.

be drawn up by the Board of Management of the bank and the Council of the Associated Banks of Austra-

lia, and approved by the Governor-General in Council.

(xviii.) That a branch of the bank shall be established in London.

(xix.) That at the London office, and

State, Commonwealth Consols shall be obtainable in sums of £10 and up-

The Necessity for a Covernment 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

Every writer on political economy. from Aristotle to Adam Smith, from price of every ounce and yard of goods and every foot of land. Whom can we trust with this financial despotism? At present, the managers and directors of the private banking corporations and other fiduciary insti-tutions wield this power. They possess the yard measure, and can lengthen or shorten it as they please, and when they will. They control the pound-weight, and can make it heavier or lighter as they choose. This explains the puzzle so mysterious to ordinary people why these who deal. dinary people, why those who deal in money always get rich, while many of those who trade in other commodi-

ties go through the bankruptcy courts.
The great question now is, "Shall The great question now is, the Commonwealth establish its own National Postal Banking System and manage its own finances through the regulation of its own money volume, or continue under the benevolent guardianship of capitalists—lambs in the keeping of wolves." Bank managers and directors now

possess this power.

The men who increase and diminish at their pleasure the currency (not bank-notes currency merely, but discounts, cheques, credits, promissory notes, drafts, letters of credit, and coin), possess the power to change prices at their will.

In 1874, the New York city bank increased their money volume (200 coincreased their money) (200

creased their money volume £600,000 in one month, causing prices to rise, and in March, 1875, decreased it £1,000,000 in one week, causing prices to fall, thus changing the value of every com-modity in that city. The "British modity in that city. The "British Bullion Committee" of 1810, recorded an emphatic statement that, in the presence of a panic, it is the duty of the Bank of England to lend money freely to all solvent parties. In 1825, the Bank, at the request of the Government, lent money, even on goods, to merchants. In 1857, its loans on private securities went up to £55,000,000

in a few months.

In the crisis of 1866 it had only £29,000,000 cash, but loaned £65,000,000 in the first few days of the panic, the Government assisting. In 1890 the Bank again came to the rescue of embarrassed commerce. Our private Banking Corporations are more apt to encourage the panics than to allay them. In the panic of 1893 the banks, instead of relieving the money famine, actually contracted their loans by millions in the worst of the crisis, and forced the debtors least able to pay, to sacrifice all their property, although their cash resources had increased by

The fundamental principle of the importance of controlling the operations of the money volume in the public interest, is admitted by all recognised economic thinkers. The way to prevent a speculative disaster or shrinkage of credit from developing into widespread distress called panic, is to expand the money volume by easy loans or other-That expansion is the proper medicine for the prevention and of panics, is recognised by the Bullion Committee, Bagehot, Sumner, Profes-sor Walker, and all the other financial doctors. But the private banking corporations refuse to administer the prescription because For an ordinary bank to increase its loans to its customers in the face of a panic would be regarded by other bankers as midnight madness. But the Commonwealth is big enough and strong enough to loan money to producers and business people in time of stringency, with the certainty of averting loss from itself, instead of bringing loss on itself. A moderate increase of the money volume when the movement of crops creates a special pressure on financial facilities would be extending justice to

(To be continued.)

SUBSCRIPTIONS ACKNOWLEDGED.

	S,	¢
Fayth, E	2	
Cannon, J.	2	
Blackett, J	5	
Lawson, W. J	1.	
O'Neill, W. J	2	
Whiley, A. H	5	(
Esdaile, A. (balance)	0	
Richards, T. D	5	1
Knox, W. J	2	-
Moore, J. W	2	
Spillane, T. E	- 2	
Vogt, T	1	
Fisher, H. J	2	
Pegrem, Thos	2	

ENROLLMENT AND TRANSFER

FORMS. The compilation of the electoral rolls to be used at the approaching State general elections is being proceeded with apace, and although no date has yet been fixed as the last day of enroll-ment, it is well that Laborites all over the State should do their part to see that the rolls are as complete as possible. That is probably the most important feature of election organising. We find, however, that some difficulty has been experienced in many country centres in securing supplies of enrollment and transfer forms. The secretary of the Walgett P.L.L. wrote to Mr. Grant complaining that no supplies were available from the local electoral officer, and as it is known similar conditions prevail in many places, it is as well to point out how these may be obtained. In response to enquiries made the officer in charge of the State Electoral Office, Chief Secretary's De-partment, has stated that he is prepared 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 tain a supply of these forms and get their enrollments and transfers finished in good time.

THE SUPERANNUATION SCHEME.

Another determined move is being rade to bring about the introduction of the railway and tramway superannuation scheme, which appears to have

been relegated to the limbo of forgot-in 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. The object of the deputation was explained by Mr. Brown to be to ascertain what attitude the Government proposed to adopt in regard to the establishment of the fund, as it was understood that before anything definite could be done an Enabling Bill would have to be put through the House. The Premier had been handd the draft of the proposed scheme by Mr. Chief Commissioner Johnson just prior to his departure for England, but the matter had been in abeyance so long that the deputation thought some action should now be taken. Mr. Wade said, so far as the present Government were concerned. he would promise that an Enabling Bill would be put through the House at an early stage of the present session At the same time, some of the main principles of the scheme required further explanation, and he was awaiting Mr. Johnson's return to get further information. In connection with this matter, we might say that we propose to fully explain the scheme, which is of intense interest to every railway and tramway employee, in our

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 Laborator. tor 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 In dustrial Disputes Act, and, 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. Associa-tion 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 1: stants 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 peo-ple do not appear to be capable of ooking 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 enter it in their daily time book, but they never get paid the rates. The department, I 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 greased."

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 de-serves 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 resi-dence, Tebbutt-street, Leichhard, 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 sorrow-ing widow and grown-up family.

Thus our loyal and energetic agent-secretary at Newcastle:—"T am in re-ceipt 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 cooee of the placed horses in the Flying Welter at Rosehill, on ards would be in favor of Vicomte. 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."

With the confounding names of Haut Lock, Lock Haut, Haut Merv, Haut La, Haut To, King Haut, Haut Park, etc., no wonder backers get be-fogged when trying to follow the form of prads so named.

Speaking about the Birkenhead horse, Mischief, recently, W. Kelso, the Randwck trainer, considered that the horse has lost man, races through inferior riders being on him. This neddy annexed the Albion Park Cup last Saturday, carrying 10.2, and a lot of first-class handicap horses finished in its wake.

A start will be made with racing at Canterbury Park on Saturday at 2 o*clock, and judging by the splendid nomination received, a rattling good day's sport should result.

Nothing engaged in the V.R.C. Grand National Hurdle Race is doing better in work than The Reckoning. His trainer, J. Noud, is very sweet on the horse's chance in the big race.

Bayardo again to the fore. What price this star? What price would his owner want for him? A record one I

Arthur Hood, who is unfortunate in not being able to obtain an A.J.C. li-cense, is riding in great form, and at Wallsend on Saturday he steered three horses to victory.

A very fair amount of double wagering over the Grand National events was recorded this week. The fancy pick is The Reckoning for the Hurdle and Grafnax for the Steeplechase. Though Flaxen failed to obtain

berth in the June Stakes, I fancy that he will win a race before many meetings are over. He was always well enough placed over the best part of the race, but failed to acquit himself in his old style when the pinch came.

Matchmaker got a bit closer to the placed horses on Saturday in the Flying Welter than he did at Moorefield.

The sports from Newcastle threw in for a good win over Haut Park last Saturday. The son of Haut Boy raced in the gamest possible fashion in each of his races.

Lord Desmond, who won the Too-lambool Hurdle Race, on Saturday, at the V.A.T.C. meeting, with 11.5 up, has incurred a 5lbs. penalty for the V.R.C.G.N. Hurdle Race. Workmas-ter, who copped the Steeplechase at the same fixture has not expend to the same fixture, has not earned a penalty for the big Steeplechase.

Maori King, brother of Aborigme, is a beauty to look at, and moreover he can get over a bit of distance extreme-

Grand National candidates were out in fairly strong force last Saturday, at the VA.T.C. meeting. Workmaster, who only recently arrived from South Australia, took part in the Steeple-chase, winning easily, but owing to a good many horses falling, not too much notice of the victory should be taken. It is stated on good authority that both Dalny and Kororoit should have defeated him, but for meeting with mishaps.

Uronim (late Minoru) did not obtain a place in the Granville Stakes. He has a fair country reputation, and when he's in big commission for a race I'll want to know if "uronim."

Favorite Watchchain didn't get a place in Granville Stakes on Saturday, but several found a place at Uncle's the same night, especially the "slangs" of his backers.

With such a string of horses that Mark Thompson has in racing condition at present, he is not to be envied. Vauntie, Torula, and the concertina-moke Blackpool are rattling good poor men's horses—keep 'empoor. However, properly placed they might pay their way.

Saynden did not do any better last Saturday in the Granville Stakes than on most other occasions when started. McLachlan had the mount, but then he, like other jocksters, cannot carry

Terragong showed pace of a lively nature in the Granville Stakes, and the son of Holbrook may win a small race soon. A fast filly who fails to stay at pre-

sent is Fancy Step. She streaked along smartly for the first five furlongs of the Granville Stakes. This 3-year-old is by Grafton from Fancy Free, and she may do better over Canterbury or Moorefield course.

There was a heap of luck attached to the victory of Dinyah in the Hurdle Race at Rosehill. But for falling over the last hurdle, Diorite would have re-corded a comfortable win. However, it's all in the game.

It was touch and tip with Haut Park in the Granville Stakes, though he managed the touch, just getting a head verdict. Still had he got a clear run near home he would have won

The protest entered by the rider of Vicomte, against the rider of Haut Park in the Winter Stakes, for inter-ference, was dismissed, but many on

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 Barlev Brew.

ROSEBERY 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

The first "divide" was considered by the cogniscentia good thing for Levity when the betting opened, but the owner of Master Mery 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 Voyou, and Lady Mimer also received much attention from also received much attention from backers, so the bookmakers had little

Levity took up the pace early led to the Leger, where Master Merv commenced to assert himself, and after an interesting race he won cleverly by

an interesting race he won cleverly by a couple of lengths from Levity, with Miss Voyou 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 on, and the only other horses backed willingly were Lord Tristram and Adeline.

Backers, however, were doomed to disappointment as a rank outsider in

disappointment, as a rank outsider in Crystal Prince prevailed by a length from Gonelight.

The favorite did not act in any way up to expectations, but she must have shown her owner something extragood 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 Flvino Handicap, and considering the heavy going he did well to run a good second to Glitter, who started second favorite

The owner of Reola informed me The owner of keola 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 rice country, which, however, is very doubtful.

The Cobbler, 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

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 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

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.

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CONSULTATION AND ADVICE.

Cleaners Acting as Motor Attendants.—Are cleaners acting as motor attendants not entitled to wages paid attendants, viz.: 9s. per day?—Anx-

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 fettler at Bowning, 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., Bowning.

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

Reuben G. complains that he could not find reference to pull dae carpenters not find reference to bin 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 the Award providing

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

Is it right that fuelmen who are made to work on a Sunday night, to 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 al-

teration 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 cor-

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

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. we could then take the matter up.

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

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, Sin-

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

Shunters' Wages .- I am a shunter at —, 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

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.

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ASSOCIATED RACING CLUBS' PONY RACES.

NEXT MEETINGS:

VICTORIA PARK - WED., JUNE 29. ROSEBERY - SAT., JULY 2. KENSINGTON - WED., JULY 6,

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SYDNEY TRAM TRAFFIC.

THE OVERCROWDING TROUBLE. SUCCESTION BY A PRACTICAL MAN.

Considerable notice has been taken of the article in the "Co-operator" of 9th inst, on the question of the over-crowding of trams. We have received a number of complimentary references thereto, but we were very glad to have, from a practical man a member of from a practical man, a member of the service, one or two suggestions which appear to us to be of value, and which may possibly help the Depart-ment, which is, we are sure, anxious to overcome the trouble. Our correspondent writes:—"I would like to make offers suggestions on the

like to make a few suggestions on the question of the overcrowding of trams. I think there is only one solution of that very vexed question, and my ideas, no doubt, would mean an additional expenditure, but that, I believe, would be justified. My method is simply: Less trams and more accommodation.

"The public who travel by tram and train to the city in the morning pretty well be the city in the mornin

well load the trams or trains until about 9 or 10 a.m., and comprise people of all grades of employment, from the ordinary laborer to the people of a professional capacity. These people travel by tram and train, to suit their own various employments and conveniences which is between 5 and 10 niences, which is between 5 and 10 a.m. This means that thousands of people travel, almost without any inconvenience, to the city in about five hours. Well, very opposite conditions prevail during the afternoon. Those people whom it has taken, perhaps, one hundred trams to convey to the city in the morning in five hours, and also those who have come into the city shopping throughout the day are enshopping throughout the day, are en-deavoring to be conveyed home by forty or fifty trams between 4 and 6 p.m., two hours, as practically all grades of employment finish between 4 grades of employment finish between 4 and 6 p.m., so it can be seen the task the public expect the Department to carry out is practically an impossibility under present conditions. The overcrowding only takes place during one part of the ordinary working day—between 4 and 6 p.m. My suggestion of solving the problem, therefore, can only apply to the time when the heavy overcrowding takes place. As regards only apply to the time when the neavy overcrowding takes place. As regards the morning traffic, I do not think the Department's conditions could be bettered, except, perhaps, they run coupled cars on the busy trips, to be gauged by a week of careful perusal of the revenue journal to see which are the regular busy trips regular busy trips.

"Mine is only a rough suggestion, as I know there are many capable officers

in the Department who could work out a scheme, if they wish to try to do so, on my suggestions in a sympathetic spirit. As I only know the conditions existing on the western suburbs lines, I will only apply them to those lines:—Starting from Circular Quay at 4 p.m., a twenty minutes service comes into force on all lines to the western suburbs. trams leaving Circular Quay at intervals of five minutes to all destinations. Dulwich Hill, Addison-road, Cook's River, Abbotsford, Drummoyne, Leichhardt, Balmain, Glebe Point, etc. Each tram leaving the Quay is to consist of three cars, and as each car would seat between seventy or eighty people it would make the actual seating capacity of each tram from 210 to 240. These trams could pick up at all stops to the railway, then through to the stops to the railway, then through to the end of the next section, then all stops again to the end of the third section. In regard to the three-car trams, the additional expense involved would be loops at the termini where none are at present in existence. Unless the Department could adopt a method of putting a trailing car in between a coupled car of the present type, and still drive from either end, it would mean the problem of wiring from the mean the problem of wiring from the motors in each car, to each other, through the middle car, this being done to save the additional loops at termini. I am not able to say which

would be the less expensive.
"In addition to the three-car trams, a coupled set would leave the railway about seven minutes ahead of the through trams; these coupled cars to through trams; these coupled cars to pick up at all stops to the second section, thence through to the end of the third section, the order being reversed. This would allow of through trams being run without clashing with one another. It must be taken into consideration that the converging of tram eration that the converging of tram traffic is at the railway section more than anywhere else, but to take a wider scope, the bulk of the passenger tram traffic is between Circular Quay and City-road, western suburb lines between 4 and 6 o'clock, and practically all other lines would be similar. I can only give an example on the western suburb lines as I am not sufficient. can only give an example on the west-ern suburb lines, as I am not sufficient-ly acquainted with the traffic, or con-ditions on the other lines, but I take it that an officer could apply the same suggestions to the other lines, and work out a time table accordingly. With regard to the third and fourth sections of incoming traffic, it may be heavy but I would meet that difficulty heavy, but I would meet that difficulty by having single cars running from the outside termini, inwards, to the



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eds to be devoted to Federal Orga. ising. Send Orders to—
"Co-operator," Trades Hall, Sydney. second section only, and returning again outward; these to be dove-tailed in with the inward and outward through trams. Passengers travelling in to the city could be picked up by the through trams at the second sec-tion; the second section to be the termini of the single cars from the outward termini.

Now to explain my reason for threecar trams, and a twenty minutes service to each line from Circular Quay and the coupled cars from the railway dove-tailing with these trams. If, a ten minutes service is in vogue from the railway, under my suggestion it will allow the through trams to be run, and to correcter extent will prevent and to a greater extent will prevent passengers boarding cars, other than those which will take them to their destination, and practically stop riding on footboards of cars, thereby lessening the risk of life and limb of the public, which now exists through the overcrowding. For example, a tram leaves the Quay for Dulwich Hill leaves the Quay for Dulwich Hill (three cars), it picks up passengers to the railway. Passengers who do not go beyond the railway can board this tram, and also those who travel to Dulwich Hill and Enmore only. Passengers wishing to alight between the railway and Enmore would not travel, as no stops would be made between the first and second sections. These passengers would take the coupled cars which leave the railway and make all which leave the railway and make all stops to Enmore, then run through to bulwich Hill; or this could be cut out and the single cars would take the passengers on to the termini, and the coupled cars could return to the railway. By only having a ten minutes service to all lines at that time of the day, it would allow the traffic to congregate at one point, and the 240 or 210 seating capacity of the trams would lift a big load at the one time, without overcrowding. The coupled cars would accommodate 140, all sitting, the three cars 210, all sitting, no passengers being allowed to ride on footboards of cars. This would also prevent the loss of revenue that now takes place on the overcrowding of trams, which is very considerable under the prevailing conditions. It would be necessary for the Department to rigidly enforce their bylaw relative to the riding on footboards."

INTERLOCKING CONDITIONS.

THE FIRST STEP.

The following letter to Deputy Chief Commissioner Harper, covering the statement of claims for conditions in the Interlocking branch of the railway service, sent by the General Secretary, or the 17th instant in the first step in on the 17th instant, is the first step in the achievement of better conditions:—

Sir,—I am directed to submit the attached rates and conditions, which we ask be adopted in regard to work done in the Interlocking Department, and would be grateful for your favorable

consideration:—
1. WAGES.—The minimum rates of pay to men employed in the Interlocking Department of the railway service shall be as hereunder:-

Planers on double-head large	
machines	10/6
Other Planers	9/6
Stationary Enginedrivers at-	
tending one or more boilers	10/6
Fuelmen	9/6
Coal Sawvers attending one	
or more saws	10/-
Drillers	9/6
Screwers	9/6
Screwers Shaft and Belting Attendants	9/6
Storemen	10/-
Fitters' Laborers	9/-
Laborers	8/-
Point Cleaners and Signalmen	
Fitters	10/-
Blacksmiths	12/-
Blacksmiths Furnacemen	11/-
Forgers' Assistants	9/6
Olivers' Assistants	9/-
Forgers' Assistants Olivers' Assistants Hot Saw Workers Blacksmiths' Assistants	9/6
Blacksmiths' Assistants	9/6 9/- 8/-
Laborers	8/-
2. BOYS.—Boy labor not to be	em-
oloyed on any of above vocati	ions.
Rates for junior labor:	
Per	rday
14 years of age	2/-
15 years of age	2/6
16 years of age	3/6
15 years of age	rears
it age.	
3. PAINTERS.—	
Per	day.
Writers, Grainers and Liners	10/6
Painters	10/3
Painters' Laborers	8/6
Painters	
Pet	day
Men employed doing bridge work, setting out and mak- ing tem plates, tramway sig-	
work, setting out and mak-	
ing tem plates, tramway sig-	
nal boxes, and marking out	
work for flues and plates from screening metals	
from screening metals	12/-
Men employed laying out and riveting up crossings for railways and tramways Men employed on point boxes,	
riveting up crossings for	
railways and tramways	11/-
Men employed on point boxes,	
muck checks cutting rails.	
bending rails, cutting pieces	
out of switches repairing	
tar boilers	10/8
Machine hands employed	
shearing rails, cutting	
plates, punching plates,	
SWITCHES, IHUCK CHECKS, STOCK	
rails, breaking down materi-	
al for conners tyres and	

Headache, Neuralgia in the Eyes are frequently caused by muscular defects of the Eyes which do not make themselves apparent in de fective sight, yet can be corrected by means of Spectacles. I will examine your eyes without charge and advise regarding them.

al for coppers, tyres and steel for furnaces

A. BEAUMONT COLE, G.S.O.,

Consulting Optician,

374 George Street (First Floor, Next G.P.O.

Men employed cutting hot steel rails, also fixing saw ma-

Crossing Builders' Assistants 9/-5. HOURS.—44 hours to constitute a ceek's work for all employees in the Interlocking Department.

6. OVERTIME.—Overtime rates to be paid at the rate of double time for Sundays, holidays, and all time worked in excess of the recognised day's work. One shilling meal money to be allowed if called on to work during meal hours.

meal hours.

Travelling Time.—All time lost in coming or returning to be made up during the week. When arriving at destination and compelled to wait up until morning, resting time or ordinary time to be allowed next day. In cases where men are unable to reach Sydney until late on Saturday night, through the exigencies of the train service, four hours are to be worked extra each week in lieu of Saturday.

7. EXPENSES AWAY FROM HOME.—The following expenses shall be allowed to employees working away from home:—4/- per night out when van or tent has not arrived; 2/- per night cut when van or tent has arrived; 1/- per day extra for man in charge of one or more men working 100 miles from Sydney, or 10 per cent. extra for living allowance. Night out money to be paid for Sunday nights where employees are compelled to sleep

8. HOLIDAYS.-Two weeks' holiday on full pay to be granted all employees in the Interlocking Depart-

9. DIRT MONEY .- 1d. per hour e tra for all employees working on dirty jobs. or overalls to be supplied.

EXISTING RATES AND PRIV ILEGES.—No employee who, at the date of this Award, is in receipt of pay at a higher rate than herein fixed, shall have his pay reduced merely as a con-sequence of this Award. The following privileges already existing shall be continued, namely:—

(1) Every employee who has been employed for six months or more, shall

(a) A pass for himself, his wife, and his children up to the number of three, and being under 18 years of age, during the period of his annual leave.

(b) A pass for himself and his wife ever the railways of any State.

over the railways of any State in the Commonwealth once a

(c) Four privilege passes during the year, which may be used by his wife.(d) A season ticket at half the

ordinary rate from the station nearest his work.

(e) If employed in the country, a pass once a month for him-self, or his wife, or housekeep-er, to and from the nearest town, and to the free carriage of two hundredweight of

goods. (f) In cases where employees are camped away from stations and sidings, trains to stop to pick up and set down fet-tlers or their wives when coming or going to towns on mar-

keting passes.

11. PREFERENCE TO UNION-ISTS.—In case of retrenchment owing to slackness of work, members of the claimant union shall be the last to go, and in cases of re-employment mem-bers of the claimant union shall be rebers of the chainful think shall be re-engaged in preference to non-mem-bers. Should this provision not be awarded, the award shall apply only to members of the claimant union. 12. INTERPRETATION.—If any

difficulty should be felt as to the meaning of this award, the Chairman may consulted, who may give or refuse to give an opinion, or an explanation, and may, if he thinks fit, consult the which may give or refuse to give an opinion or an explanation. When any such opinion or explanation is given, it shall be explained to the party enquiring that it is only a personal view and not a binding judgment. If the judge of the Industrial Court allows it, any such opinion or explanation of the Chairman of the Board may be submitted to him for such action thereon as he shall think fit. This clause is not intended to affect the right to take proceedings for any alleged breach of this award, but to provide help in cases of doubt, and, if possible, to avoid, by friendly nego-tiations, the necessity for any such proceedings.

NOTE.—Should any member notice any portion of the above claims which need amendment, he should communicate with the General Secretary. is not likely that any result will be achieved from the Chief Commissioner. It is our duty to submit the claims before referring to a Wages Board.

Mr. J. C. L. Fitzpatrick, M.L.A., has tabled a motion in the Assembly, asking for a return of all fines imposed upon employees by the various heads of branches in the railway and public service departments. We will carefully review our little bit when it comes to hand. It will be a surprise to many to know the strength of our "Suction Fund," and a comparative return of the number of fines imposed by the various departments of the soilway should prove interesting

we wonder what "Fitz" has up his sleeve. Thinks to snag the railway vote at Orange—I don't think! Politically, he is of the hornet type, but his prospects have been somewhat defaced by his sympathetic voting with the Coercion Government. He is a bit of a humorist and yields a facile pen. A good story of his boy days comes from Campbelltown, where his father had charge of the local police. The elder "Fitz" was an ornate penman, and his signature bore the same cognominals as our legislator. He called for tenders for a fence, and stated that plans and specifications could be seen at the Court House. Our young hopeful thereupon wrote under his dad's signature: "The above is the specification of the fence." prospects have been somewhat defaced

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Railway and Tramway Appeals.

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T'HURSDAY JUNE 16, 1910. THE BOARD.

MR. C. HODGSON (Supt. of Lines, Traffic), Chairman MR. J. S. SPURWAY (Secretary for Railways), Commiss Representative.

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

was charged with having sustained a slight scratch to his thumb at 9.30 a.m. on the 19/5/10 (pay day), and after working till 3 p.m. stated that the injury was too bad for him to continue. He was instructed to report bimeals Arthur Bramwell, laborer, Sydney, 21/5/10 for examination to the Railway Medical Officer, but ignored this. The general foreman received a letter from him on the 23/5/10, stating that he was suffering from influenza. On the 26/5/10 a medical certificate was received from him, stating that he was suffering from bronchitis. He came in to start work on Monday, 30/5/10, but not allowed to do so.

Punishment.—Dismissed from ser-

vice, 30/5/10.

Appellant was represented before the Board by Mr. J. Stephenson, who made out a strong case in his defence. The Board decided to uphold the appeal, and appellant was ordered to return to

John J. Letcher, examiner, Cowra, was charged with entering passenger compartment of Meadowbank brake-van attached to special goods train 3.45 p.m. ex Grenfell, on March 31st, and alleged misconducting himself towards a Jady passenger, who was the only occupant besides Letcher and his son—the compartment being in darkness. Punishment.—Dismissed from servcie, 10/5/10.

vcie. 10/5/10.

Appellant was represented by an agent, but after the case was called on it was pointed out that the appeal against the punishment was not lodged within the time stated (seven days). After some argument, the Board decided that they had no jurisdiction to deal with the case.

Wright Goldthorpe, driver, Dubbo, was charged with breach of instruction contained in Weekly Speed notice No. 12, in running No. 1 mixed train at a speed much in excess of 25 miles per hour, between Curban and Gular,

Punishment.—To be reduced to the position of third class driver, rate 13/, and confined to goods train working, 16/5/10.

Appellant was represented before the Board by an agent, and after a good deal of evidence was taken, the Board decided to uphold the appeal, and the punishment was thus nullified.

Charles E. Flowers, conductor, Ruch-cutters Bay, was charged with (1) be-ing on duty without £1 change reserve and unable to satisfactorily collect fares in consequence, 23/5/10; (2) Mak-

fares in consequence, 23/5/10; (2) Making misleading statements in connection with the irregularity.

Punishment.—That he be dismissed from service, 26/5/10.

The appellant was represented by an agent. The Board dismissed the appeal. We understand, however, that a further appeal is to be made to the Commissioners for leniency.

FRIDAY, JUNE 17, 1910. THE BOARD.

MR. THOMAS HALL (Chief Accountant), Chairman MR. W. THOW (Chief Mechanical Loco. Engineer), Commissioners' Representative. MR. CUTHBERT BROWN

(President Amalgamated Railway and Toway Assn.), Employees' Representative James Cleary, conductor, Dowling-street, was charged with (1) Fare miss ed, passenger overriding section, 8/5/10; (2) Generally unsatisfactory

Punishment.—Services be dispensed with, 26/5/10.

Appellant was represented by an agent. The evidence placed before the Board was to the effect that apellant missed only one fare on the date set out, while an assistant conductor on

the second car of the same tram had missed three fares. In allotting the punishment, however, the department dismissed appellant, whereas they had fined the other delinquent only 1/. This provided a strong case for appellant, and it was urged that the second count of the charge, "generally unsatisfactory history," could not be considered as it set out no definite ofunsatisfactory history," could not be considered, as it set out no definite offence to which a reply could be tendered. The Board decided to reduce the could be tendered. the punishment to one of a fine of 1/consistent with that imposed for similar offence at the same time by another conductor.

John Orson Parkes, porter, Carlton, was charged with failing to open booking office window in sufficient time to book intending passengers by No. 501 (3.10 p.m., ex Carlton), causing several passengers to be left behind.

Punishment.-Fined one day's pay,

Appellant conducted his own case, and made out a strong defence. The Board decided to uphold the appeal, and remit the fine.

Jesse Lammas, night officer, Katoomba, was charged with having neglected to satisfy himself that engine No. 391 was clear in the dead end at Katoomba before lowering No. 31 stop signal for engine No. 792 to proceed to the turntable road, and also neglected to come table road, and also neglected to come to a proper understanding with the driver of enome No. 792 when this engine was passing the signal box, resulting in engine No. 792 colliding with engine No. 391, whereby both engines were damaged, 2/4/10.

Punishment.—Fined 10/-, 7/5/10. table road, and also neglected to come

Appellant was represented by an officer of the Amalgamated R. and T.S. Association. In this case a preliminary objection was raised to Mr. Thow sitting on the Board, on the ground that the interests of the Loco. were directly involved. The chairman, however, ruled against the point. The department's case rested upon the assumption that the night officer should have personally ascertained the position of the turn-table engine before giving the right away to the refuge siding engine. The case for the appellant sought to show that the collision would not have occurred if the driver of the turn-table engine had carried out his instructions when accepting the signal structions when accepting the signal, which indicated a certain course. This the driver, who was called by the department admitted in cross-examinapartment admitted in cross-examination, but the point at issue, was confused by Mr. Thow putting to appellant a series of questions on a purely hypothetical operation of the yard. There was considerable doubt in the whole matter as to whom the blame should have been apportioned, and appellant should have received the benefit of the doubt

James Patrick Grey, night officer, Wallerawang, was charged with (1) Having neglected to take necessary action to clear traffic on hand at Wallerawang on 5th May, 1910; (2) Neglected to make arrangements for working train load of traffic to Gulgong on morning of 5/5/10; (3) Neglected to take prompt action to despatch No. 34 from Wallerawang on 9th April, 1910; (4) Neglected to take action to despatch rabbit traffic ex West, which arrived at Wallerawang by No. 44 at 11.15 a.m. on 2nd April, 1910; (5) Neglected to despatch traffic to Eskhank lected to despatch traffic to Eskbank on 7th in order to provide room to accommodate No. 44 up goods; (6) Neglected to advise the goods manager and station master. Flemington, that a sheep had escaped from S. van 14933 on 13th April, 1910.

Punishment.—Reduced £10 per annum, and removed to a less important station, 14/5/10.

Appellant conducted his own case, and in doing so displayed a very creditable amount of intelligence, tact, ditable amount of intelligence, tact, and diplomacy. In support of the case, the local station master, two traffic inspectors, and the district superintendent of the Western Division were called as witnesses against him, but notwithstanding this, the clear, concise and efficient manner in which he represented his own defence to the Board was responsible for their decision in his favor, inasmuch as they decided that his annual salary was not to be reduced at annual salary was not to be reduced at

AN OFFICER'S PAR.

It is almost anomalous, is it not, to see so many of the salaried staff defended by Amalgamated representatives at the Appeal Board? The poor officers? We mean non. coms., of course, and unhesitatingly include station masters and night officers in that category. Many are paying into the "Suction Fund," and paying into the Dandy Officers' Association too. We are waiting for an appellant officer to come along and be defended by an officer of his branch. How long will we have to wait? Poor, deluded non. coms! When will ve emerge from the gelatinous mesh and come forth free It is almost anomalous, is it not, to gelatinous mesh and come forth free and unfettered 'neath the wing of the Amalgamated and the Wages Board law? Our doors are ever open, and your self-governing branch is assured. We often find the stranded wayfarer who has a canker in his bosom, brought about by a decision that he rightly or wrongly feels to be an unjust one. Each one that wends his way homeward with the reversed decision in his pocket, spreads the news that legalised unionism is good; that dandy unionism is a hybridised neuter, and in this way our good work is advertised, and lost sheep keep coming to our fold.

"How far that little candle throws its beens."

So shines a good deed in a naughty world."

SPECIAL SERVICE OFFICERS.

The number of special service officers is increasing daily. They are generally recruited from Wade's disappointed immigrants, who are glad to take on anything that will keep them from going on the land he hasn't got for the poor devils. They are nearly all new chums. They were very much in evidence the other day, when Inspector "Dick" Davis had a court day to himself. Just now they are after smokers in non-smoking cars. The lovers of the divine weed avow that they will the divine weed avow that they will have to make a counter demonstration against the lady trespassers who seek the tobacco scented air against the prevalent diphtheria microbe, and thus minimise the smokers' accommodation on the trains. No doubt that the ladies who love to see "hubby" enjoying his weed outnumber the un-inoculated by ten to one. The latter hate its aroma in ratio to their loneliness, and the former love it in ratio to their homeliness and unselfishness. "What's one man's poison, Signors, is another's meat or drink."

Have ye never seen shady, The Pimp? Oh, my lady! By Gor, he's a killer. The rose in his

Is a Homer—a hummer,

It costs him a thrummer; And his "mow" is waxed up, like the horns of a goat.

Amalgamated Railway & Tramway Association.

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

VIGE-PRESIDENTS:

E. D. CAMPBELL (Per. Way, Rockdale).

T. FLYNN (Tram. Per. Way, Erskineville).

J. STEPHENSON (Railway Traffic, Newtown).

EXECUTIVE OFFICERS:
J. GOOLEY (Tram Traffic, Newtown). TREASURER.
F. BURKE (Paint Shops, Eveleigh). J. H. CATTS, M.H.R. TRUSTEES: J. QUNNINGHAM, J. JACKSON, and T. HIGGINS.

COUNCIL.

A. HUNT. (Driver).
S. R. BRANDON (Tool Col-CUNNINGHAM (C. and J. Shop). I. Shop).
PASCOE (C. and W. Shop).
MELVILLE (C. and W. WORDSWORTH (Fuelman, Eveleigh).
J. D. WALTERS (Washoutman, Eveleigh).
J. SPRING (Washout). J. TWYFORD (Painter). E. BENNETT (Interlocking)

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

Depot).
PURCELL (Newtown Depot).
W. HARDING (Newtown H. Depot).

RAILWAY PER. WAY. BURNS (Ganger, Newtown). SHERIFF (Bricklayer, Banksia).

E. SAVAGE (Fettler, Mortdale).

Wm. O'DONNELL (Fettler, Rockdale). S. KING (Fettler, Clyde).

TRAMS OTHERWISE.
WALTERS (Lineman).
HORD (Lineman).
FRASER (Lineman).
MESSITER (Lineman).
PATTERSON (Erskine-ville).

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

CULCAIRN.

The usual monthly meeting was held st week, to a good attendance of embers. The correspondence was left in the hands of the Secretary to deal with. Mr. J. West, of Narandera branch asked to be placed on the book of this branch; also Mr. A. E. Bye, from Junee branch. Both paid up their arrears to this branch.

The above branch held their monthly meeting at the Trades Hall on Tuesday 14 June, 1910, Mr. J. Bailey, Vice-President in the chair. A letter was received from head office re answer to Loco. Laborers' Award, in reference to alteration of working hours, since the award came in force. ence to alteration of working hours, since the award came in force. Anent the above, it is not the fault of Foreman or District Superintendent, or the Loco. Inspector at Hamilton, as they are against the meal hour being enforced on the men. No doubt, it is against the interests of the Department to enforce a meal hour, as it means delay in getting engines out in time. Another thing: it is poor satisfaction to compel men, especially wash-out men, to sit in their wet clothes for an hour at this time of the year. It is a pity that the supposed instigator of this meal hour, had not to do it himself. Of course, they have their suspicions where and how it originated, on account of remarks passing the supposed instigator. originated, on account of remarks pass ed at different intervals. Nuff sed. Re wages board witnesses. The names and addresses were duly sent. One member in particular is having no stone unturned to procure evidence. We wish there were a few more like him; it would make matters a lot easier. He has all particulars of work, wages and general conditions carefully noted, and it does not reflect much credit on some of the older and more experienced hands to sit idly by see the novice doing their duty A letter was received from Loco. Inspector Hamilton in answer sent by branch re the bad lights in Hamilton shed, also at Port Waratah coal shops. In the former case, it is anticipated that the lamps will be placed in position in the course of a week or two. Re Port Waratah, it has been recommended that additional lamp be erected. The resignation of Mr. J. H. Pike was accepted, he beng fully paid up to end of September, 110. Re ledger and collector's books. was unanimously decided to dispen-The idea of a ledger, as the secretary had procured one quite suitable at a very modest figure to suit the purpose of roll book. It was decided, however, to procure one dozen collectors' books, which will be used commencing July quarter. Seven new members were made, on the motion of Mr. Godfrey, seconded by Mr. J. Duggan, and carried, five being from Loco. and two from Traffic. Secretary was directed to bring under notice of Loco. Inspector, the dangerous practice of engines blowing down in shed, fixed regular crossings, and a proper marsecretary had procured one quite suitregular crossings, and a proper margin left at each end of shed, to allow employees to reach their work without being compelled to jump across

members to do their best towards pro-curing new members. We have now curing new members. We have now over 600 in Newcastle branch; more to follow each meeting.

and we expect a satisfactory reply for

The above has been duly sent,

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. There was President, in the chair. There was the usual good attendance of members. Correspondence from head office re transfers of Mr. P. Hunt to Penrith branch, Mr. G. Howard to Sydney branch and Mr. G. Evans to Narrandera branch was dealt with. It was moved and seconded that clearances be granted in each case. (Carried.) Mr. Edward Pacey proposed fifteen new members, which were admitted into the branch. It was proposed by Mr. W. Holland, and seconded by Mr. C. Edwards: "That Mr. Edward Pacey be elected collector for this branch." Carried unanimously. The quarter's accounts to head office were then passed for payment, which concluded the business for the evening. business for the evening.

HURSTVILLE.

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 There was a fair attendance of members. Correspondence from head office, asking the branch to select witnesses to give evidence on behalf of the Association's claims before the of the Association's claims before the Permanent Way Wages Board was dealt with. It was pointed out that members are dilatory in submitting their names, and the necessary information to help the Association in this matter. Mr. Sheriff proposed to test the loyalty of members, that the Chairman ask for volunteers to give evidence of Per. Way wages board. All members present responded to the call. It was regretted that Mr. Campbell, the men's representative, was unable to attend, having important business elsewhere. He would have been able to enlighten members a good deal. Resolved, on the motion of Mr. Byron, that the branch recommend to head office Messrs. Sheriff, O'Donnell, Butfield, Elliston, Bell, McCullam, Black, and E. Davis as witnesses. There being no further business to be dealt with, the Chairman declared the meeting closed till the second Satur-

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ingham.

Narrabri West—Mr. Burt.

Newtown Bridge—Mr. Halloran, newsagent.

Loco, Running Shed, Eveleigh—J. M. Walters.

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Junee Per. Way Depot—W. Nicholls.

Emmore—Miss Dexter, stationer.

Harden—S. A. Ellis, Refreshment Rooms,

Veill Street.

Eskhank-F. A. Williams, Main-street, Lith-Aberdeen-O. L. Kimble (traffic); W. Callis-

er (per. way). Rylstone—I. Pryor. Werris Creek.—R. A. Paterson, Newsagent. Junee—Thos. Holland (loco.).

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 (emloyees' representative); Mr. J. Cargill, solicitor for railways appeared to conduct the presentative); 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

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. As it was admitted to be a fair thing to allow weekly home passes prior to the Wages Board, surely the fact of an award improving the conditions of the men was not a justifiable reason for the stoppage of the passes.

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

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. Those employees at Bombo who did not require weekly home passes were gaining the full benefit of the award, whilst those who, because of their location, had to live away from their work, had the cost of travelling deducted from the increased wages secured. Apart from all technicalities he asked whether this was fair?

er this was fair?

Mr. Cargill suggested that the matter would not be advanced by arguments across the table, and suggested that the evidence might be proceeded

that the evidence might be proceeded with.

Mr. James Pennington was then called, and examined by Mr. Catts. He stated that he was a spawler at the Tarana quarries. There were thiry-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. 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 more to do it as there were 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 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 cross-examined by Mr. Cargin, 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 durfor about five weeks, but it was the general practice to close it up for ten days at Christmas and seven days at

James White, examined by Mr. Catts, stated that he was a spawler working in the Ardglen quarry. He received 8/ per day. The employees of the Ard-glen 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 Ard-glen 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 New castle 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 gener-ally. 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 privi-

lege of home passes very severely.

Cross-examined by Mr. Cargill, witness stated that there was no land available at the Ardglen quarries 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 railway fence ne 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, was fewners constant in the light of the local statements of the statement of the statemen were farmers sons who lived in the lo-

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 Ardglen 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 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?

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 ground home passes. 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 to the test, the claim was an impossible

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 action. 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 Departarising out of the form of claim before the Board, that was also the Depart-ment's fault. At a previous meeting of the Board the Association had put for-ward its claim in a perfectly simple manner, but the Department had chos-en 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 em-ployees to whom passes were denied. If ployees 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 diffi-culty in regard to the matter. He subwas 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.

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 years former to with sonable to issue passes for men to visit their homes at week ends. The refercome of demand for weekly passes, he held was ridiculous. It may be per-fectly legitimate and reasonable to go alon- in one direction to a specified 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 the Association's representative The matter, therefore, was left to the chairman to decide. The chairman 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. (We hope to be able to announce the

award of the Board in our next issue.)

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 prorerty will ultimately become their own. Give them a call or write, and they will show you how to realise your mbition and become your own land-

The officers of the newly-formed Gilgai Labor League were elected last week as follows:—President, Mr. I. Wood; V.P., Mr. P. Howard; Secretary, Mrs. J. Woodley. This new league is making would progress.



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SPECIAL NOTICE.

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URGENT.

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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 arisen from the ever increasing de-mand for land, particularly wheat and dairying. The prices obtained dur-ing 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:-

Wheo 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. whole of it was bought by adjoining owners who had living areas.

Pylara subdivided privately and purchased completely by adjoining own-

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 guar-

antee 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 ions 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 un 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\frac{3}{4} acres; area sold during that period, 1,249,672\frac{1}{2} acres; number of blocks sold, 3,555; number of purchasers, 1,663; number of new settlers,

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 Number of new settlers . . . 2
Whereas the result should be, less 12
tenant farmers turned off, total loss
to State from Richlands subdivision,

THE PORTERS' AWARD.

THE COMMISSIONER'S APPEAL ACAINST JURISDICTION.

THE ARCUMENT CONCLUDED. JUDGE HEYDON RESERVES DE-

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, in-structed 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, spectively. 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 sub-stantially reported in our last issue. He then proceeded to guote 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 pro-motion of the servants. Subject to motion 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 employ-ees. Then again, in the case of the journeyman tailors, there were quite a number of inroads made on the com-mon 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

Judge Heydon.—The whole trouble that no clearly-defined set of principles has been laid down to govern the exercise of the very wide jurisdic-tion 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

Mr. Beeby.—There are limitations, I admit, your Honor. If the Court attempted to do anything outside the cus-tomary conditions of employment, it yould be wise to restrict it. 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 jealous supervision. 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 simply matters of grace. Then in reply to another argument of my learned friend, 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 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 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

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 Trolly 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 construc-tion 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 er, 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 allowed 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 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 They were merely asking custom which had grown up in the in-dustry, and which was one of the matters taken into consideration when 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 the weight of the was there to urge that the Court should not cut these covers down with 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 were the same than the 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

The Commissioner's Reply.

Mr. Weigall then replied to the criticism of the Commissioner's case contained in Mr. Beeby's answer. contended that Mr. Beeby had dexter-ously placed the case in exact juxta-position. 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 ing 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?

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 are industrial matter, but I submit that an industrial matter, but I submit that the case is absolutely covered by your Honor's decision in the shop assist-

ants' 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 wagges to be paid to the amployee. 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 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 been to the whole service. Tramway lists can only appear fortnightly.

Call Boy to Cleaner: Edward M. S.

Interlocking Branch.—Shop Boy

Heater: Percy L. Gibson. Sydney. Laborer to Assistant Signal Fitter: Albert A. Fitzsimmons, Sydenham to

RESIGNED OR LEFT THE

RESIGNED OR LEFT THE SERVICE.

Locomotive Branch.—Wheel Turners: Robert Lake, James Wilson, Eveleigh. Fitters' Laborers: John Patterson, Eveleigh; William Gately, Eveleigh; Sidney Padfield, Clyde; David Evans, Penrith. Fitters: Daniel McGurgan, Eveleigh; Malcolm McLeod, Eveleigh. Apprentices: Harold Anderson, Eric Cole, Edward Glading, Eveleigh. Fuelmen: Isaac Cregan, Cootamundra; William Ison, Bathurst. Shop Boy: George Caldwell, Eveleigh.

Shop Boy: George Caldwell, Eveleigh. Car Builder: John Proudley, Eveleigh. Laborers: Albert Kaufman, Eveleigh;

Henry Buckbach, Eveleigh; Charles Bernard, Goulburn. Painter: Andrew Mills, Eveleigh; William Taylor, Eve-

leigh. Firemen: Arthur Keane. Bathurst; David Steedman, Bathurst.

Permanent Way Branch.—Fettlers:
John Sinclair, Dubbo-Coonamble; William Sorrensen, Ariah Park-Barellan.
Laborer: Uriah Harper, Goulburn.
Traffic Branch.—Porter: Vincent

G. Maidment, Hornsby. Gardener: William Thornton, Sydney. Gatekeepers: Thomas G. Bedingfeld, Clyde Junction; Ellen Powell, Gerogery; Alice E. Hicks, Millthorpe, Probationer: Francis S. Collins, Harris Park.

Rest Houses.—Rest House Attendant: Charlotte C. Mallett, Orange.

Permanent Way Branch.—Fetter:

Hornsby

Traffic Branch.-Porters to Shunt-

RAILWAYS. APPOINTMENTS.

Locomotive Branch.—Apprentices: oseph Cockburn, Eveleigh; William Daley, Frederick Dedman, Eveleigh. lachinist: Charles Milburn, Eveleigh. Shop Boy: Roy Dixon, Eveleigh. Up-holsteress: Elizabeth Grant Eveleigh. Cleaners: Francis O'Rourke, Goulburn; Alfred E. Nelson, Edward Gillespie, Francis Leecount, James J.

Traffic Branch.—Porters to Shunters: Arthur Drinkwater, Narrandera; James R. Grimmond, Albury; Samuel W. Acland, Bathurst to Penrith; Arthur D. Hicks, Millthorpe to Werris Creek. Porter to Signalman: James Ings, Junee. Junior Porter to Porter: William R. Babidge, Eskbank Relief to Bathurst. Gatekeeper to Junior Porter: John F. Lawrence, Mortdale to Hurstville Carriage Sheds. Telephone Boy to Junior Porter: Paul A. Ashton, Newtown. Probationers to Junior Porters: John Harper, St. Peters; James B. Welsh, Epping to Carriage Washing Sheds; Reginald N. Irving Gordon: Ernest J. Goodall, St. Leonards to Carriage Washing Sheds; Pollard, Robert White, Goulburn; Leonard Danswan, Walter Lawson, Harden; William Ollerenshaw, Narrandera; William Ollerensnaw, 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. ards to Carriage Washing Sheds;
Francis C. Woodward, Linden to Brewongle; Edward R. Travers, Rydal to
Portland; Bartholomew P. Links,
Carcoar to Blayney; William H. Doyle,
Orange; Sydney H. Carters, Wongarbon to Coonamble.

Clout, Clyde.

Permanent Way Branch.—Plumber:
Henry Wheelans, Goulburn. Fettler:
George Musgrove, Dubbo-Coonamble.

Traffic Branch.—Porters: George V.
Love (re-employed), St. Peters; Wil-

Traffic Branch.—Porters: George V.
Love (re-employed), St. Peters; William H. Murray, Redfern; Joshua Wiggins, Metropolitan Relief; Benjamin Jones, Temora; Richard H. Levenge, Spring Hill; Percival J. Shean, Wellington. Gatekeepers: Nellie E. Blackwood, Whitton; Richard A. Burnett, Blackheath; Ethel M. Levenge, Millthorpe. Telephone Boys: John M. Quigley, Sydney; Frederick Drew, Lewisham. Probationers: Aloysius C. McCooev, Mittagong; Herbert C. Wil-Lewisham. Probationers: Aloysius C. McCooey, Mittagong; Herbert C. Wilson, Goulburn; James P. McCantley St. Leonards; Bruce F. Stokes, Metropolitan Relief; Stanley C. Berry, Carcoar; John A. Earl, Orange; Arthur C. Murray, Wongarbon.

Electrical Branch.—Fitter: Francis
Languaged Evelogeh Turner: Albert

Langmead, Eveleigh. Turner: Albert Dennis, Eveleigh. Probationer: Francis Stapleton, Orange.

Stores. — Laboratory Attendant: George O. D. Proud, Eveleigh.

PROMOTIONS.

Lacamative Branch — Laborar to Lite.

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 Steinter Fredericks. man 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 inti-mating that he would consider his de-

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

The pronunciamento issued by the Head Sherang 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

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

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.

Department's representative.

an up grade.

ders admitted.

Keefe, Goulburn.

Traffic Branch.—Shunter: John G.

ant: Charlotte C. Mallett, Orange.

Permanent Way Branch.—Fettler:
Patrick Morris, Strathfield-Hornsby.

DECEASED.

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 looke when in these days he gets an looks when in these days he gets an unexpected increase. But the latter 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 Yer blind as a bat, poor leech of the

law; Now look up the basis, when Jerry's next case is Pendin' the Coort, and be cute fur

Be the piper ov Moses! yer bed won't be roses,

Unless ye ken gie us an eloquent Ye were named elocuther, but ye turn-

ed persecuther, Bad scran to ye, Mickey, ye blunth-ering 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 organisation. 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 ST. LEONARDS' P.L.L. members were admitted. Mr. F. Cheeseman urged the claims of the "Co-operator" very strongly unto the meeting, explaining terms of sub-scription, etc., and answered a few questions dealing with the State and Commonwealth political pages in 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 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 motters. with the workings of railway matters.

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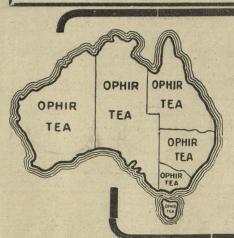
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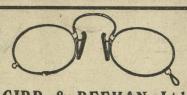
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