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VOL. VI., No. 17.

Business Address: See Page 4.

THURSDAY, AUGUST 18, 1910.

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ONE PENNY.

WH N SIMPLE SIMON MET THE PIEMAN  
he naturally wanted to know if his pie crusts were made with  
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## Sparklets from Sportdom

(By "SALVADOR.")

Hopping made no mistake on the occasion of his sculling match in heavy boats against Bailey on Saturday on the Parramatta. Hopping lashed in, established a lead, and finally won by eight lengths.

Nightly, there have been scurrying forms, and the dull thud of hooves across the sward of the parks during the last week or so. The racket was caused by the tramway boys getting into nick for the great road race, which takes place to-morrow (Friday). Old Bob Hopping is on scratch, and old Barney Byrnes on limit. These two ancients are about as tough material as can be dug out this side of Jericho. Reggie Pitfield, "The Mass of Muscle," reckons it will be a moral for him on this occasion.

C. M. Cutcliffe, of the Redfern club, is the hero in bike racing circles at present. On Saturday he won the 40 miles road race in 1h. 48m. 5s. The time falls almost 9 minutes beneath that put up by previous winners of the race, but a deal of interference on route is the cause ascribed. Cutcliffe only won by a wheel from Clayton, and a length from Finlay. It was a wild exciting finish.

How all of our local fight promoters expect to make the game pay next month is a mystery. Only the occasion MacIntosh's Stadium will be reopened, the Gaiety will be competing also the Waterloo Coliseum, the Great Western, and the Great Central halls. Talk about a game of "cut throat"! Someone will surely have to go to the wall.

To-day (Thursday), Dick Arnst and Barry will be hard at it on the Zambesi. Dick weighs 13st. 5lb., and is 6ft. in height, whilst Barry only turns the scales at a little over 11st., and bobs but 5ft. 10in. up into the atmosphere. This scribe has still a hot fancy for the Maoriander.

After a triumphal run, Newtown Rugby Leagueites met their Waterloo at the feet of South Sydney on Saturday, 13 to 8 being the notches after a fast, hard tackling exhibition. Baby Annandale is still the admiration and hope of its barrackers. They played a draw, 12 points all, against Eastern Suburbs. As a club chock-a-block full of enthusiasm, the Annandalers would be hard to beat. Glebe trampled Western Suburbs into the horse-foed by 35 to 5, and Balmain, highly elated, found that they had castigated North Sydney by 16 to 12. The Balmainiacs expected a run-away victory on the occasion, but had to play like so many fiends to even win.

The Newtown Union Club still occupying pride of position on the escutcheon. They bowled Manly over like rabbits, 25 to 6 being the casualties. Glebe and Western Suburbs' tussle panned out a remarkably close affair, the men from the slaughter suburb where the strike is raging just cantering home by 16 to 11. Poor, plucky St. George still "down under," the Uni-johnnies quilting 'em by 11 to 3. South Sydney, playing with more dash and sparkle, accounted for the Shoremen; 14 to 6 were the final scores. Interest in the matches is far from waning, the public rolling up in greater numbers than ever. Saturday was such a glorious day, though—calculated to tempt a corpse into the open air.

Johnnie Summers continues his triumphal march. Last Saturday night in Brisbane he got away with the scalp of the redoubtable Bob Whitelaw, winning on points. Johnnie without doubt is the daddy of the lot of 'em here in Australia at the present time. The supporters of Mehegan and Douglas—the latter, who has one decision over Johnnie—are hopeful of settling his hash during a return battle, which will take place before Christmas, but Summers in form looks a cert. to disappoint them both.

Mark it down! Another record established last week. This is indeed a record-smashing age. An aeronaut was the guilty party. He ascended to the height of 6,750 feet, and would doubtless have been still rising, only he began to suffer from cold feet, and his engines contracted bronchitis from the icy atmosphere. So he dived to earth in (hold your hats on tightly, please!) the space of 4 minutes. It must have made the spectators' hair stand on end. Talk about a falling star!

A rattling night's sport at the Gaiety on Saturday night during the third round of the novices' tournament. Skin and hair flew in hilarious fashion. Hart hit Garvin twice, and Garvin hit the floor ditto, and was done for in the first half minute. Hart carried too many guns for Turner, settling him in the fifth. Galvin scalped one Griffo in three sections. Deering accounted for Nelson in the fourth, and Mead obliged Murray in fashion ditto. Later, though, Mead was sent into Dreamland by doughty Deering. Altogether, it has been a most satisfactory and well-patronised tourney.

Australia has every reason to be proud of Deaupepaire. He has consistently bowed all the champions in Britain of late and is still going strong. Authorities in Fogland label him as the greatest living swimmer. That one to our side, anyhow. Long may he continue to prosper.

American files just to hand teem with accounts, opinions, and theories regarding the downfall of Jim Jeffries. Some "authorities" reckon that he was doped, others that he was suffering from nervous prostration, some say funk, but the consensus and doubtless correct opinions were that he was suffering from too much avoirdupois, too little wind, a paucity of punching power, and a lamentable ignorance regarding the correct manner to dodge Jack Johnson's uppercuts. Now you have it in a nutshell. Reports prove pretty plainly that Jeff was unable to sleep the night before the fight. Tommy Burns also failed to snatch a wink the night before he met the coon here in Sydney. Doubtless Johnson will give numerous other white men sleepless nights before he finishes.

Wal Coleman, the lithe, dark-skinned lad, is a pug of fighting metal who has shot up into prominence of late, and gives promise of shining out in the future. Following on his recent triumph over the sailor crack, he has now been matched to meet Paddy Kinnear, the pride of the N.P.C., in a short space of time. Should Coleman get away with Pat, then he will justify the public's faith and belief in him, for Patrick is a pretty tough and clever specimen.

Before the week is out we should learn whether there is any chance of Bill Lang's star shining with lustre in the pugilistic sky. As his match with Ketchell had to be called off, owing to Stanley suffering an injury to one of his tribbles, Bill is to meet the burly Kaufman instead. Well, 'tis safe to say that our Billum of the much-battered boko will put up a good tussle. Lang's pluck could never be questioned. But, oh! what a pity that he is so slow on his feet. Lang also has a slow moving brain, the reverse of which is a quality essential to the man who years for the world's boxing championship.

Latest files from America confirm the statement that Jeffries was led out of the ring weeping bitterly. Yah, fancy the big gazoh! Why couldn't he take his wallowing like a man? Had Johnson been wallowed and started to bellow all the world would have been in fits of laughter at the manner in which Jeff had found that "yellow streak."

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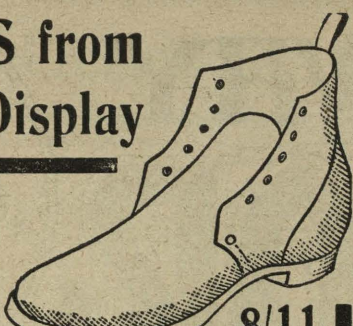
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## Alleged Humor.

Conducted by Mr. Spectacles.

Why should turtles be pitied?—Because theirs is a very hard case!

Maudie: "Dick, can you tell me the botanical name of a spider?"

Dick: "Mm? Er—that is—no, dear, I'm afraid I can't. What is it?"

Maudie: "It hasn't one!"

"Do you want to hear something great (grate)?"

"Well, yes; I like to hear great deeds recited."

"Well, then, if you'd really like to hear something grate, get two ordinary bricks and rub them together."

"Have you anything in oil suitable for the dining-room?" asked the lady shopper, in the emporium that catered for every want.

"Certainly, madam!" replied the shopwalker. "Which would you like—floor-oil, salad-oil, oil-paintings, or sardines?"

A man in a very remote fishing village, being tired of a strictly fish diet, one day brought home a pound of sausages and handed them to his landlady to be cooked, telling her that they could be fried in the same way as fish.

With tea came the results of her efforts, and when he asked what was on the plate, she replied, "Them's your sausages, sir, but gude sake there's no muckle o' tha' things left once they're gutted."

It was Joseph's wedding-day. He was about to become the happiest man in the world. Never was anyone so fortunate as he.

"Well, Johnnie," he said solemnly, as he laid a kindly hand upon his future brother-in-law's shoulder, "I'm going to take your sister a long way off and have her all to myself, where you won't see her any more."

"No—really?" gasped the youngster.

"Yes, I am," said Joseph. "What do you think of it?"

The brother-in-law-to-be considered deeply.

"We'll," he replied at last—"well, I can stand it if you can!"

Wey is a lawyer like a restless sleeper?—Because when he is tired of lying on one side, he turns round and lies on the other.

Mrs. Sharp (sniffing): "John! what is the matter (sniff, sniff), it's all over the house?"

Mr. Sharp (anxiously sniffing): "Whatever is the matter, my dear?"

Mrs. Sharp: "Why, the roof, of course!"

Scots caddy showing American tourists the sights of Edinburgh: "Yon's the hoose o' John Knox."

American Tourist: "Wa'll, who was this John Knox, anyhow?"

Disgusted Caddy: "Mon, do yer no read yer bible?"

With a terrified look on his face, paternalist hastened to the phone, and rang up the family physician.

"Our little boy's ill, doctor," he called. "Please come at once!"

"Sorry," responded the physician, "but I shan't be able to get round under an hour."

"For heaven's sake do, doctor! It may be a matter of life or death."

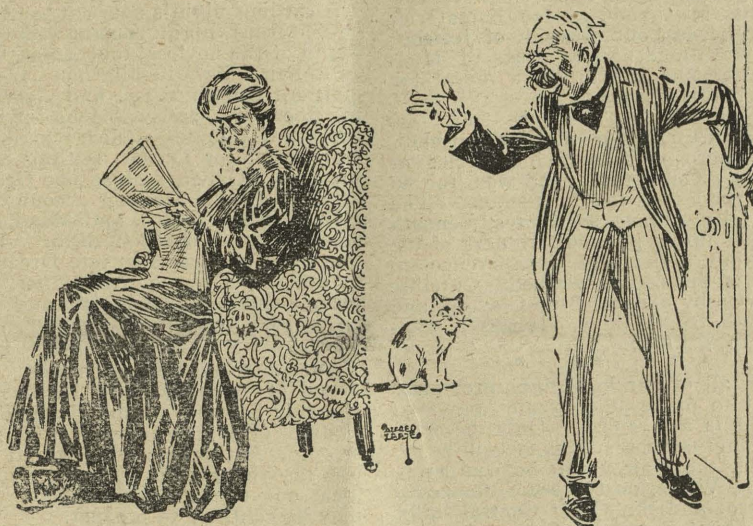
"Is he so bad, then?" queried the physician.

"Not yet," responded the worried parent. "But my wife's got a book on 'What to do Before the Doctor Comes,' and I'm so afraid that she'll have time to do it!"

The other day in the train I was simply dying to have a yarn with a fellow passenger, so I thought I'd open up a conversation. I began: "This is rather pleasant weather we are getting just now, is it not?"

"Yes," replied my taciturn companion, "but if you cross a stick across a stick or stick a cross across a stick, or cross a stick across a cross, or stick a cross across a cross, or stick a stick across a cross, or cross a stick across a cross, or stick a stick across a cross, would that be acrostic?"

When I recovered from the shock I resolved to get out at the next stop and change carriages.



He: "And remember, madam, I'm not such a fool as I look!"  
She: "Then you ought to feel profoundly thankful!"

Everybody has used the proverb: "Birds of a feather flock together." The other evening I asked a friend to express the same idea in other words. After a little thought, he exploded as follows: "Certainly; here goes: Ornithological specimens of identical plumage invariably congregate in the closest possible proximity."—I fainted.

The average man never admits it. Patience is a great virtue in men—other men.

A man worships his brains—especially if he hasn't any.

It is frequently difficult to corner a man who isn't square.

By the art of cheerfulness men conceal their real feelings.

Many a man catches on who doesn't know when to let go.

Men who do not make the most of themselves will not amount to much.

The man who quickly finds his limitations is the man who doesn't hunt for them.

### Keen on Business.

"The Village Blacksmith" had just been recited by the "actor-feller from town" amid intense admiration. When he concluded, the rustic audience in the school-room cheered and applauded till it was blue in the face.

"Answer!" it cried. "Answer!"

The "actor-feller from town" was just about to go on again, when a burly rustic, very much out of breath, tapped him on the arm.

"I've just come round from in front," whispered the man excitedly.

"I want 'ee ter do me a favor."

"Well—well, what is it?" queried the "actor-feller" impatiently, as the renewed cries of "Answer!" fell upon his ears.

"It's this," whispered the intruder.

"I 'appen ter be the josses you've been talkin' about, an' I want yer to put in a verse this time sayin' as 'ow I let out bicycles."

### Wonderful Progress.

From "The Times" of 1910.—

J. Smith was yesterday charged with stealing. The prisoner, whose defence was that he was out of work and starving, was sentenced to six months' hard labor.

From "The Times" of 1810.—

It is reported that Sir Guy de Swelshed fatally shot a man poaching on his estate. The man, before he died, stated that his name was Smith, and that "he did it because he was starving."

From "The Times" of 1710.—

John Smith, hanged at Tyburn for stealing two pounds five shillings. In his dying speech he said that he stole because he was starving, and that he

hoped he would be an awful example.

From "The Times" of 1610.—

A certainly ruffianly fellow was seen picking the pockets of the gallantes assembled at the Globe Theatre. Despite his protestation that hee was starving, the churl was so soundly thrashed and cudgelled that hee was left as one dead. 'Tis said that hee was of the blake-smithe craft.

From "The Times" of 1510.—

A beggery fellowe did aske my Lord Duke for a penny, sayinge that hee was in God's trouthe but starvinge, and that hee had been one of my Lord Duke's serfs, and that his name was John ye Smith. My Lord Duke in a fitte of colere did slay this insolent fellowe.—Exchange.

## Scientific and Technical

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

### New Steel Process.

#### Cheap Conversion of Iron.

A new process whereby the cheapest grades of iron may be converted into high grade steel at a small cost, greatly cheapening the article and revolutionising the steel making business, is, according to a dispatch published in the Columbus (Ohio) "Dispatch" of September 5, 1909, now being developed, and is as follows:—

London, September 4.—Martin Kallman, president of the Oriental Trust Company of Paris and London, is in London again on business in connection with the new process he is developing for turning iron of all grades into fine steel.

A correspondent accompanied Mr. Kallman in South London and witnessed during two days several demonstrations of the process in which many different iron objects were "steelled." Among those present were several engineers and expert steelmakers, representing prominent British firms of structural steel, armor plate, car wheel and axle makers, cutlery and tool manufacturers.

Every possible precaution was taken to insure the absolute certainty of the results secured. This process of turning iron into fine steel usually takes about twelve hours. Throughout the tests the engineers or their representatives were present watching every move to make absolutely certain of the genuineness of the metals.

The first test was with a plain bar of iron. This was coated with a peculiar chemical powder and placed in an airtight retort in a furnace. The result was the entire bar was transformed into steel which the experts pronounced after testing it to be of fine quality.

Models of several steel objects were worked up in ordinary iron and put through the process successfully. Some were made into solid steel, while on others only the outer surface was transformed into steel. An iron car wheel was turned into solid steel at one end, which graduated into a thin coating over the iron at the other end.

There was no question of the steel being fixed on to the iron. It was clearly demonstrated that in every case the iron itself was transformed into steel.

"The peculiar thing about this process," said Mr. Kallman after the tests were finished, "is that low grade, cheap iron can by our method be transformed into a higher grade of steel than other better grades of iron. We don't know much about this feature yet, but our experiments are teaching us much."

"I estimate that we can take a piece of iron costing two cents a pound and put it through our process at a cost of five cents a pound and produce steel which at the lowest valuation to-day is worth one dollar a pound. Other methods would cost from ten to twenty times as much."

"We obtain a great saving by our process in the manufacture of steel tools and shapes of various kinds. We can work them up in iron or cast the iron in moulds and then turn it into the finest kind of steel. This means a saving in time and labor, in cost of converting into steel."

"As we have demonstrated, we can make such objects as a car wheel or an axle, where the flexibility of iron is required to withstand strains and shocks, and steel surfaces are needed to resist wear at the points of contact, both easily and cheaply."

"I firmly believe that our process will revolutionise the steel making business. It applies to all grades of steel for all kinds of work, and in every case insures greater economy than any other known method."

The experts present refused to be quoted on the subject until they had time to study the matter fully. Each of them, however, congratulated Mr.

Kallman on his success so far, and spoke enthusiastically of the new process, provided no flaws so far hidden were discovered. Vickers, Son and Maxim have made overtures to Mr. Kallman for the exclusive British rights to any one firm in one country. A company is being formed to exploit the process. When this is completed the rights to use the process will be leased out on a royalty.

### Some Answers to Questions.

**Steam Pressure.**—"How can it be known whether the boiler is carrying the proper steam pressure?"—T. E. G.

**Keying Up Brasses.**—"What is the necessity of keeping the brasses keyed up properly?"—T. E. G.

**Answer.**—The brasses should be keyed up properly to prevent pounding or heating, as if the brasses are not keyed up tight enough they will pound, and pounding causes them to heat and sometimes break. If keyed up too tight, it will also cause same to heat.

**Answer.**—Grease cups operate on the compression principle; that is, when the cup is filled and the plug screwed down, the grease in the cup is compressed, and is gradually forced out on the pin. The objection to using water on a hot pin in connection with grease is that it has a tendency to wash off the lubricant. The objection to using water on a hot pin with babbitted brasses is that if it becomes so hot that the babbitt melts, the babbitt should all be thrown out to prevent clogging up the oil holes. If water is used it is liable to chill the babbitt, causing it to stop up the oil holes so that it will be impossible to get any more lubricant on the pin.

**Principle of Grease Cups.**—"Explain the principle on which grease cups operate. What is the objection to using water on a hot pin where grease is used or on a hot pin with babbitted brasses?"—T. E. G.

**Burst Tube.**—"What should be done with a badly leaking or burst tube?"—T. E. G.

**Answer.**—If the engine is equipped with a plugging bar and flue plugs and the flue is simply leaking on account of being loose in the sheet, the flue should be plugged. In the absence of a plugging bar it can sometimes be plugged tight enough to hold with a wooden plug. In case the flue is burst inside, a wooden plug the same diameter as the inside of the flue, of about from one foot to eighteen inches long, can be driven in the flue. You can tell whether the flue is burst or simply leaking in the sheet by the fact that with a burst flue the water comes out of the inside of the flue, while with a leaking flue the water comes out around it.

**Low Water.**—"Suppose immediately after closing the throttle the water disappeared from the water gauge glass what should be done?"—T. E. G.

**Answer.**—The throttle should be again opened and both injectors put on until there is sufficient water to allow the throttle to be closed.

**Broken Side Rod.**—"What can be done when the intermediate side rods are broken on a consolidation engine having the eccentric on the axle ahead of the main wheel?"

**Answer.**—In this case your engine is totally disabled. It will be necessary to take down all side rods, and have the engine towed in. It will not be necessary to disconnect the valve stems or make any provision for oiling the pistons, as, when the engine is being towed in, the intermediate wheels revolving will give motion to the valves and the cylinders can be oiled through the lubricator in the usual manner.

**Answer.**—On all modern engines there is a plate on the boiler head indicating the pressure to be carried. Where there is no plate or other device showing the pressure, the pops are supposed to be correctly set by the shop force.

## International Notes.

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

### Legislation and Parliaments.

The Belgium Railway Minister, Helleputte, has finally presented to the Chamber a Bill, which shall regulate the right of coalition of the servants of the railways, of the posts and of telegraphs. The Bill is quite in proportion with the recent attempts to the effect of tying the State servants still more down. Yet it does give the railway men, after all, the right of coalition which the late Ministers, Vandepereboom and Liebaert, absolutely refused. Of what kind is now the right of coalition? They can form Societies in two different ways, in the first place, Societies for entertaining purposes, charity purposes, saving purposes, mutual benefit Societies, etc. For these no consent is necessary at present, they enjoy without restrictions the rights and advantages, which are guaranteed to the recognised societies by law. In the second place, there are trade unions, which can only be created with the formal consent of the superior authority under rather severe conditions. These societies can only be formed within the circle of such railway men, who have the same duties under similar administrative conditions. Every person who does not belong to the railway administration must be excluded. This regulation is intended to keep away such persons who make it their business to act as leaders of organisations. The list of

the names of the founders must be submitted to the minister. These trade unions can address petitions to the minister either direct or through the usual official sources, i.e., petitions which refer to the position of the servants and to the arrangement of the service; any other petitions must by no means be presented in a joint form. Such trade unions are absolutely not allowed to arrange demonstrations for the purpose of obtaining the support of persons not connected with the railway administration in order to secure reforms in the administration; they are also not allowed to partake in political movements, to interfere in actions or decisions of the administration, to adopt measures in order to prevent a change of the regulations, etc. What does there remain of the tasks of a trade union, which has made it its serious object to improve the social position of its members? Such a shadow of a trade union as Mr. Helleputte desires will not be able to stand against the progress. At least not with the miserable wages of the Belgian railwaymen. It will be the task of the Belgian railwaymen, if they cannot expect any improvements from the present government, to see that a government gets the upperhand which has more social intelligence. There are ways and means enough, and the railway men do also not lack the power.



# THE Amalgamated Railway & Tramway SERVICE Association.

Established 1886.

(Registered under the Trade Union Act of 1881 and Industrial Disputes Act of 1908.)

PRESIDENT: C. BROWN (Loco., Granville).

VICE-PRESIDENTS:

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

EXECUTIVE OFFICERS:

J. STEPHENSON (Railway Traffic, Newtown). J. GOOLEY (Tram Traffic, Newtown).

TREASURER:

F. BURKE (Faint Shop, Eveleigh). GENERAL SECRETARY: J. H. CATTS, M.H.R.

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

## COUNCIL.

### LOCO. RUNNING.

A. HUNT (Driver).  
S. R. BRANDON (Tool Collector).  
H. WORDSWORTH (Fuelman, Eveleigh).  
J. M. WALTERS (Washout-man, Eveleigh).  
W. SPRING (Washout).

### LOCO. MECHANICAL.

J. CUNNINGHAM (C. and W. Shop).  
J. PASCOE (C. and W. Shop).  
J. MELVILLE (C. and W. Shop).  
J. TAYLOR (Painter).  
J. BENNETT (Interlocking).

### RAILWAY PER. WAY.

J. BURNS (Ganger Newtown).  
A. SHERIFF (Bricklayer, Banksia).  
E. SAVAGE (Fettler, Mortdale).  
Wm. O'DONNELL (Fettler, Mortdale).  
S. KING (Fettler, Clyde).

## TRAM TRAFFIC.

J. HODGSON (Newtown).  
J. PURCELL (Newtown).  
J. ROSS (Rozelle).  
A. WALLACE (Rozelle).  
A. LE BRETON (Newtown).

## TRAMS OTHERWISE.

J. WALTERS (Lineman).  
H. HORD (Lineman).  
H. FRASER (Lineman).  
A. MESSITER (Lineman).  
H. PATTERSON (Erskineville).

## BRANCHES.

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

Branch.	Secretary's Name and Address.	Place and Time of Meeting.
Sydney	J. Gerrard, Turney Shops, Eveleigh	Trades Hall ..... 1st Thursday
Granville	E. R. Hodgkinson, George-st., Clyde	School of Arts ..... 3rd Thursday
Penrith	G. T. Howe, Locomotive, Penrith	School of Arts ..... 2nd Thursday
Blackbank	G. Bunyan, Examiner, Blackbank	W. H. Brooks' residence ..... 3rd Sunday
Blackheath	Les. Murray, Porter, Blackheath	Waiting room ..... 2nd Wednesday
Wallerawang	C/o J. H. Catts, Trades Hall, Sydney	Shaw's Rooms ..... 1st Saturday
Bathurst	T. Thomas, Per. Way Shops	Templars' Hall ..... 1st Friday
Orange	W. B. Peters, Loco., Orange	Guards' Barracks ..... 2nd Sunday
Wellington	T. Glides, Loco., Wellington	Protestant Hall ..... 1st Monday
Dubbo	Les. Thomas, Loco., Dubbo	Bawden's Rooms ..... 4th Sunday
Cowra	H. G. Smith, Fireman, Cowra	Waiting Room ..... 4th of each month
Harden	E. White, Fuelman, Harden	Railway Station ..... 1st Wednesday
Junee	W. Nichols, Per. Way, Junee	Waiting Room ..... 1st Saturday
Narrabri	E. Rochester, Goods, Narrabri	Railway Station ..... 2nd Saturday
Pictou	A. Newton, Upper Pictou	Old Barracks ..... 2nd Thursday
Ootamundra	R. Murray, Per. Way Ganger	Railway Station ..... 1st Saturday
Coolburn	R. Windsor, Traffic, Singamon	Oddfellows' Hall ..... 2nd Saturday
Newcastle	T. Godfrey, Loco., Hamilton	Trades Hall ..... 4th Tuesday
Tamworth	J. J. Bailey, West Tamworth	Oddfellows' Hall, East T., 1st Sunday
Narrabri	E. C. McColl	Railway Station ..... 1st Thursday
Queanbeyan	J. E. Monk, P.O. Royalla	Waiting room ..... 3rd Saturday
Armidale	G. McDermott, Armidale	Caledonian Hotel ..... 1st Saturday
Murrumbidgee	B. Dagan, Loco., Murrumbidgee	Class Room ..... 1st Friday
Inverell	J. Forde, Byron Siding, Inverell	Railway Station ..... 4th Saturday
Moree	J. Donnelly, Per. Way, Moree	Railway Station ..... 1st Saturday
Singamon	R. Windsor, Traffic, Singamon	Railway Station ..... 1st Saturday
Albury	R. McLean, Ganger, Albury	Loco. Tank House ..... 1st Friday
Lismore	T. Linklater, Loco., Lismore	Railway Station ..... 1st Thursday
Nyngan	J. Richardson, Per. Way, Nyngan	Railway Station ..... 1st Friday
Warwick	A. D. Worrell, Loco., Warwick	Railway Station ..... 1st Saturday
Bulbin	T. Green, Per. Way, Bulbin	Railway Station ..... 1st Friday
Kiama	W. Thomas, Railway Station, Kiama	Council Chambers ..... 1st Saturday
Eveleigh	H. Court, 20 St. David's-st., Sydney	Royal Edward Hotel ..... 2nd Wed.
Soons	W. C. Callister, Per. Way, Abertree	Railway Station ..... 2nd Saturday
Erskineville	J. Jackson, 81 Samuel-st., Peters	Railway Station ..... 1st Friday
Hurstville	A. E. Moore, 4 Dora-st., Hurstville	Council Chambers ..... 2nd Saturday
Darling Harbour	A. W. Kearsley, Outwards	Trades Hall ..... 1st Saturday
Newtown	F. J. Pryke	St. George's Hall ..... 2nd Tuesday
Ulm	J. Quench, Per. Way, Tarravenna	Railway Station ..... 1st Tuesday
Wollongong	J. Gooley, Tram Depot, Newtown	Wollongong ..... 1st Saturday
Newtown Tram	R. Williams, Thomas-st., Junee	St. George's Hall ..... 1st Sunday
June, No. 2	G. E. Stokes, Allen-st., Sydney	Trades Hall ..... 1st Friday
Interlocking	E. Priest, 10 Bond-st., Sydney	Trades Hall ..... 1st Wednesday
Erskineville	E. Lawless, Ticket Collector, Hornsby	School of Arts ..... 1st Wednesday
Hornsby	H. A. Neave, Per. Way Office, Parkes	
Parkes	H. Jones, N.O., Culcairn	
Southern Officers		Members to be summoned.

## SPECIAL COUNCIL MEETING.

A special meeting of the Council was held on Wednesday night, 10th inst. There were present: Messrs. T. Flynn (vice-president), in the chair, F. Burke (general treasurer), J. H. Stephenson (executive officer), A. G. Paul (executive officer) and the following councillors: Messrs. J. H. Cunningham (loco. mechanical), A. Sheriff (loco. mechanical), J. Pascoe (loco. mechanical), J. M. Walters (loco. running), L. A. Mason (loco. running), W. Spring (loco. running), M. A. O'Donnell (loco. running), J. Purcell (loco. running), K. Davidson (loco. running).

Logistics for non-attendance were received and accepted from Messrs. C. Brown (president), E. D. Campbell (vice-president), and J. Snelling. It was moved by Mr. Cunningham, seconded by Mr. Mason, and carried unanimously, "That application be made to the Industrial Court for the constitution of a Board for the industry of the clerical division of the railway service, including station-masters, night officers, officers-in-charge, booking clerks, and operators, employees of the Chief Railway Commissioner."

It was resolved, on the motion of Messrs. Cunningham and Walters, that dispensation be granted to the officers' branch for the Metropolitan division to be opened on Friday night. The chairman explained to the meeting that Council had arranged to hear the grievances of Messrs. Fennell and Malone, Rogers and Galloway, Wishart, and Burns, and to decide what action Council would take in these matters. Messrs. Fennell, Rogers, and Wishart were present. Mr. Burke gave a general explanation of the cases of the three men concerned.

Mr. Rogers explained his case, and said that under the award, track painters were being paid 7/6 per day, and carriage painters received 9/ per day. He claimed that he was entitled to the latter rate, as he had been employed painting combo brakes during the major portion of his time. He had seen the General Secretary, who thought that he was entitled to be classed as a carriage painter. The foreman of the paint shops, however, held that he (Rogers) was not a carriage painter while employed on this work, but only classed as a truck painter.

Mr. Wishart then explained his case. He said that previous to the porters' award coming into force eight months ago, he was employed at 7/- per day. The award stated that the class of painting Mr. Wishart was doing was to be paid for at the rate of 9/- per day. He was quite satisfied that he could do this work, and although he had performed it for eight months previous to the award, when the award came into force he was put off the work, and had not since received promotion although a number of juniors had been promoted over his head. The clause of the award dealing with this case stated that promotion shall be according to "fitness and seniority." Mr. Wishart stated that only the other day a man with three months' service

had been promoted over his head, whereas he had eighteen months' service to his credit.

Mr. Fennell contended that the Commissioners had broken the award with reference to air machine painting in connection with his case. He had been employed painting with air machines on an average of three days weekly, and had only received the rate set out in the award (10/- per day), while employed on this work. He claimed that as he was on this air machine painting part of the time and then put off on ordinary painting, he was entitled to be paid the rate set out for the full time. It was pointed out by the chairman that the award made no provision for air machine painters only receiving the award rate "while employed" on the work of air machine painting.

Mr. Burke suggested that if Messrs. Twyford and Blackett (chairman of the Board) have a conference of the whole of the three cases, that some satisfactory agreement could be come to. He said he knew of men in the paint shops who were doing a certain class of work, and although they only performed this work for portion of their time they received the full rate of 9/- per day.

Mr. Twyford said that supposing he and Mr. Blackett did come to a decision, that men should get a certain rate, it would not be lawful. The Commissioners would at once ask who authorised Messrs. Twyford and Blackett to come to a decision. He suggested that application be sent to Judge Heydon on the matter. With reference to Fennell, Mr. Twyford thought the Council should get into communication with the Commissioners, drawing the attention of the Chief Commissioner to the work performed, and ask him to alter Fennell's rate of pay immediately.

Mr. Stephenson asked if one man could not do the work. It was explained that the Commissioners had offered to pay one man full time for the work performed. Mr. Twyford said that although the work is not enough for two men to be kept continually employed, there was no doubt (and the Chief Commissioner agreed to this when the decision of the Board came out), that the work was filthy and unhealthy, and well worth the 10/- per day. He (Mr. Twyford) considered that Fennell should be receiving 10/- per day for the full time. He went to some trouble to explain the details of the working of the machine to the Council. With reference to Wishart's case, Mr. Twyford considered that the award was broken some time ago when two dozen or more men were brought in and placed over Wishart, who had eighteen months' service to his credit. With reference to Rogers' case, he also thought that this was a good case for further consideration.

It was moved by Mr. Pascoe, and seconded by Mr. Sheriff: "That this Council write to the Chief Commissioner asking for an interview with a representative of the Council, and that Mr. Twyford be appointed as such representative to confer with the Chief Commissioner, and try to come to some arrangement with reference to the three cases."

One of the councillors said that he

did not wish to go against the motion, but he thought the Association should go straight to the judge and sue the Commissioners for a breach of the award. He said the Commissioners were breaking awards all over the Department, and the sooner the Council took drastic action the better. He suggested including in the motion that in the event of the Chief Commissioner giving an unsatisfactory reply, a summons for breach of the award be taken out.

Mr. Stephenson pointed out that the Commissioner could give a reply in a very short time, and if an unsatisfactory reply was given, the case of the Association would be still stronger. The speaker also dealt with a reply from the Premier dealing with the appointment of a further inspector for the Railway Department.

The chairman pointed out that it was just as well to take the matter to Mr. Johnson, as he may not know anything of the case so far.

The resolution was then adopted. Mr. Stephenson then tendered his report of his visit to Narrabri to attend the annual re-union if the Narrabri branch. On the Saturday night a smoke concert was held at which he addressed the meeting, dealing severely with sectional organisations, and advising all to come under the banner of the Amalgamated Association. On the Sunday morning a mass meeting of the branch was held, at which sixteen new members were enrolled. Mr. Stephenson also pointed out that he had taken his sight testing lantern and vision card up with him, and put a number of men through the test.

Mr. Burke moved that the report be received, and that the thanks of the Council be tendered Mr. Stephenson for his visit to Narrabri, and the interest he had taken in the Association. This was supported by Mr. Walters. Both speakers dealt at some length on the want of interest of country members. Mr. Burke said he could not understand, when such gentlemen as Messrs. Stephenson, Catts, Flynn, Cunningham, Brown and others visited the country district why the country members did not rally round the Association even more than they do.

## Erskineville.

A large number of permanent fitters turned up at the usual monthly meeting of the above branch, held at the Railway Institute on the 10th inst., having been notified by doggers sent out by Head Office, asking them to attend. Mr. H. Paterson occupied the chair. Mr. H. Wear asked if this was the usual monthly meeting, and referred to the notices which had called the meeting. He said he understood that it was for the purpose of trying to induce the permanent fitters to join the Amalgamated Association. Mr. Lovering then moved, Mr. Wear seconded: "That the usual business be suspended till such time as the permanent men were dealt with." Carried. Mr. W. D. Clark, assistant general secretary, then addressed the men. He apologised for the absence of the General Secretary (Mr. Catts), but he said he would be only too glad to meet them at any time it was convenient for the men. Mr. Clarke also referred to the deputation of gangers that had waited on Mr. Cowden, Tramway Engineer, to ask for an increase in wages. They had received no satisfaction, and they could see that their only chance was to join the Association and be banded together, so that when a Wages Board was called to gether to reconsider their claims they would have every chance of winning.

After a deal of discussion, re the forming of a new branch for permanent men, or whether they would join the Erskineville branch, Mr. Lovering moved, Mr. Wear seconded, that they meet at the Trades Hall on the 13th inst., at 3 p.m., to further deal with the matter, when Mr. Catts would be present to address them. Mr. Gannon moved an amendment, Mr. McGovern seconded, that the meeting take place at 8 p.m. The amendment was carried. The regular meeting of the branch was then proceeded with. The resignation of Mr. Jos. Burns was read, and after a discussion Mr. Lovering moved, Mr. Weir seconded: "That the matter be left in the hands of the president, to ask him to reconsider his decision." Carried. Re the matter of medals, Mr. Wear said he should be glad to see every member of the Association wear one, to show that he was a member. The resignation of Mr. A. Bendall was accepted. A letter was read from Head Office, saying that the Wages Board (Tramway No. 2) would sit the next day, the 11th inst., at the Tramway Engineer's office, at 2 p.m., to deal with the case of Tramway ballast guards. The secretary asked if there were any ballast guards present, and Mr. Milner answered and said it was his day off, but he was willing to take the place of any guard who would be required to give evidence. The president said he would undertake to notify Messrs. Williams, Clark, Ambler and Brownie that they would be required to give evidence. Re the case of Mr. P. Galloway, a fireman employed at the Erskineville tar distillery, who was only in receipt of 7/6 per day when he considered, according to the late Engineers' and Firemen's Award, his wages should be 9/- per day, he was asked to attend the meeting on Saturday night, which he agreed to do.

## Parkes.

The first monthly meeting of the Parkes branch was held on the 6th inst. There was a very fair attendance of members, but there was very little business to transact. Mr. W. H. Bayliss was in the chair, and after the minutes of previous meeting were read and confirmed, the salary of the treasurer was fixed until the end of the year at a nominal sum (5/- per year). The fixing of the secretary's salary was allowed to stand over till next meeting, to enable inquiries to be made from other branches as to the salary paid their secretaries. The secretary handed in the name of another new member, James Burke, Traffic department, Forbes. He was proposed by Mr. H. Ward and seconded by Mr. J. Northey. This concluded the business of the evening. Our branch will meet regularly on the first Saturday in

each month, at 7.30 p.m., in the general waiting room.

## Cootamundra.

The monthly meeting of the above branch was held on the 6th inst. Mr. Pacey, President, in the chair. Four new members were accepted in the branch (three seniors and one junior): Messrs. Pettit and Holborn were received on transfer from Sydney branch. On a motion by Mr. Murray (secretary), seconded by Mr. Walsh (treasurer), Mr. M. Campbell, section man, was appointed collector for the branch. The officers and members deemed this appointment desirable, owing to a lot of members living at a distance from the place of meeting, and as he is a very energetic worker in the cause of the Amalgamated, he will be able to impress upon the non-members the advantage of joining same. We feel sure that he will soon get some more of the lads on the Tumut, Wyalong and Borellan branches to join the cause. It was also decided, on the proposal of Mr. Walsh, seconded by Mr. Murray that an account be opened in the Government Savings Bank, and that Mr. P. Ryan, Mr. C. Drinnan, and Mr. T. Smith, be appointed trustees. At the close of the meeting a hearty vote of thanks was accorded Mr. Prosser for the use of his room for the meeting.

## Newcastle.

The above branch held their monthly meeting at the Trades Hall, Hunter-street, on Tuesday, the 9th of August. Mr. E. Williams, Chairman, presided. A letter was read from Mr. P. Hulbert, from Lismore, now placed on Branch Books. From Head Office receipt and rule books and gold medal for member. Mr. H. Levey's case was dealt with, also copy of reply from the Commissioners. There were several members at meeting who knew Mr. Levey, and are working with him. They testified as to his abilities, and it was unanimously resolved: "That an inquiry be asked for, as there are witnesses quite willing to speak on this man's behalf." We wonder did the trouble emanate from a one-time ganger, now in a slightly elevated position. He may not be directly the cause, but there may be some wire-pulling. There is too much "Hurry-up" in all the departments for the safety of all hands. Inspector pushes sub., sub. pushes ganger, and the ganger (some of them dog the soucaise out of the men) talk about "early days in the chain gangs." Well, there is not much difference in the mode of treatment that some of the petty bosses use. After what Mr. Roberts, Inspector of Sydney, says of the Per. Way men, we would be surprised at nothing. It is a wonder that he accepted the presentation that he received from Newcastle on his promotion. This is returning good for evil, with a vengeance, nuff sed. From Head Office remittance cheque, and cleaner being paid the back money of storeman's rates, which was received with enthusiasm. We are anxiously waiting for the same results in the Hamilton and H.S.P. cases, both genuine. A letter was received from a member considerably in arrears, with a small sub. enclosed, with some sarcastic reflections on Head Office, and asking that his resignation be accepted. Branch Secretary answered and drew his attention to the rules. Mr. Chabban, of Newtown, Mr. S. Beeton, of Inverell, and Mr. O. Roots, of Junee, were accepted on clearances from their respective branches; will they please supply secretary with their private addresses. We received letters from Head Office, re members in arrears, who have complained (when receiving notices) that they have not been notified (this is all bunkum), as every member on books has his quarterly notice sent to him regularly. However, they have a remedy. Let them come to the meetings and explain; thus the fault, if any, will be found. Those members kindly note! A letter was read from District Superintendent, Mr. E. Thompson, re blowing down in shed. This practice has received a little consideration inasmuch as it is to be minimised. But why not stopped altogether in the shed? There are ample pits outside the shed to blow down. It is not allowed under any consideration at Port Waratah; and when the Commissioners are on a tour of inspection here, you have a very pleasant time, as the shed is as dumb as an oyster; no blowing down then. Surely some of the brainy ones can invent an apparatus to deaden the sound. We have our iron truck for wheeling heavy material now, and it is well appreciated by all and sundry. It has been duly christened. One officer calls it "Jimmy Catts's cart," another calls it "Tommy Godfrey's bicycle," yet it is much sought after and gets plenty of work. The two Per. Way Wages Board witnesses gave an interesting report of the proceedings, and their expenses, £3 8s. 7 1/2d., were passed for payment. One of the steam crane drivers gave a report on the work and general conditions of their occupation. They have a very responsible job, and have always to be on the alert, as they drive a loco, with a steam crane attached. They should, in all fairness, receive nothing less than 10s. per shift. They are drawing up fresh claims to be sent on to Head Office. Subscription lists on behalf of Mr. J. Stephenson were before the meeting, and were given out. We hope that a liberal response will be made. If you can give 1s. or 5s. towards a man who has never treated you well, then surely you can give to Jack Stephenson, the friend of all. You would never get the same treatment from him as was given to the men by the inspector mentioned above, who branded the fitters practically loafers, and after receiving a presentation from them. If Jack cannot do you a good turn he will never do you a bad one. Eighteen new members were admitted from different grades of the service, from a junior gatekeeper in Traffic, to an engine-driver. I am pleased to say that we are having some excellent meetings, and fresh faces at each meeting, and everyone goes home quite satisfied that their rights are well looked after. They all sing in high praise of the "Co-operator." Non-members say it is the best and brightest paper ever pub-

lished, and are always anxious to get it. Last week, re the superannuation table, we could have sold double the quantity. Now, they ought to become subscribers, and they will have it regularly. Thus, when anything special occurs, they have not got to run around borrowing their mate's, but they have their own, and they are worth keeping. We had a very successful meeting, with a splendid attendance of members—which we hope to see increased next meeting, which is on Tuesday, Sept. 6th, at 7.30 p.m. sharp.

## Orange.

Mr. W. Davis presided over a fair attendance at the usual monthly meeting held in the Guards' Barracks on Sunday last. A circular was received from Head Office asking for donations to a list to present Mr. Stephenson with a testimonial. A motion was moved and readily seconded that this Branch donate the sum of £2 10s. towards the list. This was carried unanimously, as all present recognise that Mr. Stephenson has been a hard worker in the interests of his fellow-workers. The clearance of Mr. A. Wright, fettler, of Pine Cliff, from Nyngan branch to our branch was received and accepted. The Traffic men are now waking up to the fact that it is in their interest to be members of the Amalgamated, and another Traffic man joined our ranks, Mr. Francis Cullen, of Orange. We are steadily forging ahead, and like a fine-meshed net, we are retaining all we gain. But it is the fitters we want to get, just as urgently as the Traffic, and all you fitters who may read this just pause and think what it will mean to you if you can show a united representation at your present Wages Board, instead of the scattered units you now show. Another matter which is troubling our minds is the 9 hours a day award. A case was dealt with at our meeting. The goods shed porters at Orange are asking to be paid one hour a day overtime from the 29th December, as they have been working 10 hours a day instead of 9. They claim 12 days overtime from 29 Dec., to 23 May. But the highest amount that has been paid is 2 7/9th days, and others running down to one day. They are not satisfied, and now the case has been sent to the General Secretary to be dealt with. On the motion of the Chairman, seconded by Mr. Walsh it was decided to send a letter of sympathy and condolence to Mrs. J. Sullivan, the wife of Mr. Jerry Sullivan, who is now at St. Vincent's Hospital, having undergone an operation for an ear trouble. "Jerry," who is one of our best Per. Way members, and who is universally liked and respected by all who know him, has been ill for some considerable time, but we sincerely hope that he will now rapidly mend.

## Botany Road Siding Branch.

A well attended meeting of permanent tramway gangers and fitters was held in the Trades Hall on Saturday last, Mr. J. H. Catts, M.P., (general secretary) presiding. There were also present: Mr. W. J. Thompson (organiser), and Mr. H. Paterson, president of Erskineville branch. It was unanimously resolved, on the motion of Messrs. Parish and Gunn, to form a branch of the Amalgamated Association Messrs. Buckley and Ward moved the following motion, which was carried unanimously and with great enthusiasm: "That the name of the new branch be the Botany Road Siding Branch." The following officers were elected: President, Mr. H. Govering; vice-presidents, Messrs. Parish and Buckley; secretary, Mr. Fred Newton; committee: Gangers Messrs. Ward, Tidyman, Newman and Crawley; fitters, Messrs. Branagan, Gorman, Fay and Harrington; collector for Botany Road Siding, Mr. Steve Branagan; place of meeting, Railway Institute, first Wednesday in the month. It was resolved to take into serious consideration the conditions under which the employees were now working, to see if something could not be done to bring about some improvement. Preparations are to be made at once by Head Office to help the employees in this department who are prepared to help themselves, by fighting collectively under the banner of the Association. A large number of men have made up their minds to throw in their lot with their fellow employees in the forthcoming struggle for better conditions right throughout the railway and tramway service. A vote of thanks was carried by acclamation, on the motion of Mr. Gunn, for the services rendered by the general secretary, Mr. J. H. Catts, organiser W. J. Thompson, and Mr. Steve Branagan in bringing the branch into existence. In returning thanks, Mr. Thompson asked every member present to try and induce one other fitter or ganger to become a member of the Association before the next meeting of the branch, and that would be the best thanks he would appreciate. All intending members can forward name, address and subscription to Head Office, Trades Hall, if by any oversight they are missed at any of the depots. One hundred and thirty-six (136) new members are already enrolled in this branch.

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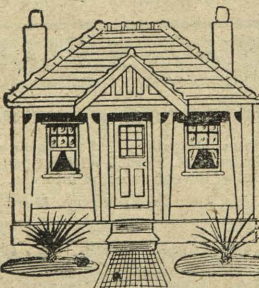
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## "DADS" AND "MUMS."

A Word to the Breadwinners.

This week I feel proud and not being close about my affairs, want to tell you about it. Thirteen weeks ago I started the shopping department of the "Co-operator," the first week brought me as much business as I expected to have in the thirteenth week, and the thirteenth week all I looked forward to getting in the thirteenth month. I am making and breaking records. Last week "I topped the score," beating all other weeks hollow. To-day (Tuesday), and only two days gone, I have beaten last week's total, and some to spare. Clearly a new record this week.

## Why is this?

It is a fair question to ask why. When I started to shop I assured my friends that I could make it worth their while, and I think I have "made good." Every order has been placed to the best possible advantage, every penny has been saved. Every line has been bought at the cheapest store (consistent with fair quality). These are the reasons why groceries, boots, drapery, etc., all classes of goods are bought by me day by day, and the experience I have in shopping is placed at the disposal of my friends resulting in money saved every time. Is this of interest to the breadwinners? How many of us, unfortunately, have to count the pence, allotting each "brown," so that the most pressing needs will be satisfied? If I can save money for you is not my acquaintance worth cultivating? Is not every sixpence saved so much gained? I offer you the use of this department free. Are you prepared to test it, and see what advantage it will be to you. Now just a word re groceries. I think these take the greatest part of

the housekeeper's allowance, and are then the most important. I can save you money on these, even on many city price lists. Look here, I can buy: Aunt Mary's Baking Powder, 10d. per lb.

Biscuits, Arnott's Milk Arrowroot, 6d. per lb., by 4 and 11 lb. tins. Candles, D.R.J., 7d. per lb. Currants, new fruit, 6d. per lb. Dates, new fruit, 3d. per lb. Blue, Reckitts bag, 10d. per doz. Lemon Peel, 7d. per lb. Corn Flour (Wade's), 5d. per lb. Essences, 3d. per bot. Raisins (new fruit), 4d. per lb. Flour, Brunton's (this week), 10/9 per 50 lbs.

Golden Syrup, 7lb. tin, 1/6. Treacle, 7lb. tin, 1/2. Honey, 6lb. tin, 2/-.

Jam from 3/6 per doz. Kerosene, Snowflake, 7/6 per case. Matches, wax, per gross 3/6. Rolled Oats (Parson's), 5lb. bag 1/2. Pickles, Freeman's, 6d. per bot. Pepper, mixed white or black, 8d. per lb.

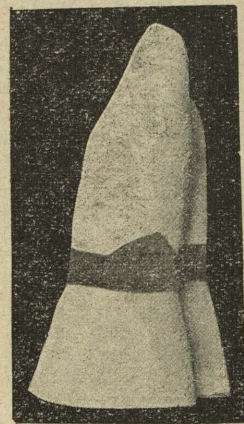
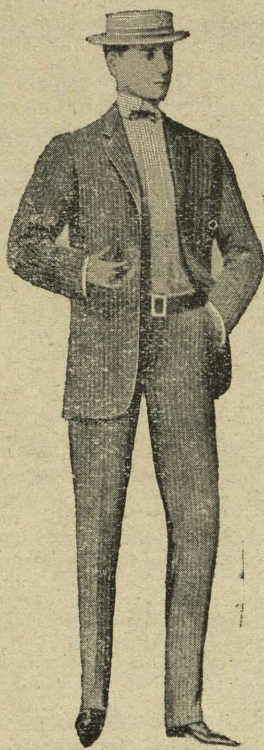
Rice, best Japan, 2d. per lb. Salt, fine, 7lbs. for 3d. Sugar, I.C., 70lb. bag 14/3. Tobacco (Conqueror), 3/9 per lb. Do., Red Seal, (Dark), 2/10 per lb. Do., (light), 3/3 per lb.

Now look here. How do these prices compare with what you are paying? Is there one item amongst these that your country storekeeper can touch? Even after you add the freight isn't a considerable saving still to be made? Have I "made good"? Well, what about that next order for supplies. If you think it too small, why not get some of your friends to send an order with you. Just read letter No. 332.

Or would you like me to send you some other styles to choose from? If you will drop me a note I will see that you get a splendid range of styles and patterns. Why not write me straight away?

## End of Palmer's Sale.

The great half-yearly sale, with the announcements of which Messrs. F. J. Palmer and Sons have occupied so much of our space during the past five or six weeks is now rapidly drawing to a final close. The rush on the innumerable 'oddsments' which have been featured during the past fortnight, has pretty well depleted the late season's stocks at the big Park-street store. But there are a good many bargains still left. The attention of our male readers is very cordially directed to the special announcement on page 11 of this issue.



This little block is just one of the many bargains still on tap. Genuine Panama hats are being sacrificed at 5/11 to finish up the sale, and it is certainly the time to take advantage of such an offer as this. But we cannot devote the space to refer to any more. Suffice it to say that Messrs. Palmer and Sons have made a special concession to "Co-operator" country readers, in that they will faithfully execute country orders (provided the lines are not sold out) up to within one week of the end of the sale.

Exercise for Chest Muscles.—Clench the fists vigorously, and with arms on a level with the shoulders press the fists together with force, resting the knuckles of one hand against those of the other. Then opening the hands sweep the arms backward as far as possible, still on the same plane with the shoulders.

## MR. RAILWAY MAN—

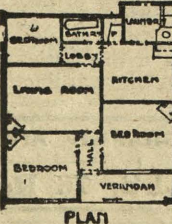
## A WORD TO YOU.

Are you using the "Co-operator" Shopping Department? This has been established so that you may do your buying in the city at prices. Town Shopper knows all the firms who cut prices to get biz. The home of the good quality yet small prices is known to me. Day by day more of my friends are sending to me to buy for them. Once they do start, they keep it up. What about you?

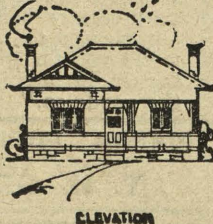
Don't leave it any longer, but write to Town Shopper to-day, 435 Kent-st., Sydney. He has your interest at heart, and will be only too pleased to advise and help you.

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

Arizona should be worth an investment when he makes an attempt over the big fences. Like Grafax, Workmaster and other good jumpers, he is by the imported horse Grafton, and being a fine big horse, and a bold jumper, steeplechasing should suit him admirably.

No Trumps may be given a run in the Hurdle Race at Canterbury next Saturday. He is just the cut of a horse that should do well over hurdles, and though he will be making his debut over the small timber, I expect to see him shape extra well for a novice.

Fortius put up a great gallop at Randwick last Thursday, and in consequence he was backed freely at fairly long shots for the Dundas Handicap at Rosehill on Saturday. He failed to get closer than fourth, but his rider did not appear to be able to handle him well. Fortius, who is by Fortunatus, is engaged in the Flying Handicap, to be run for at Canterbury next Saturday, and it only requires a good get-away for him to give the prize a shaking.

Kelso had his horses, Son of the Marsh and Flaxen, in great trim on Saturday. The latter made short work of his field in the Carlingford Mile, with 9.9 up. He has two stone less in the Metropolitan, and should be hard to shake off. Twelve months ago Flaxen would have been given about a stone more to carry in such an event, but he went off badly, which caused the handicapper to drop him in the weights.

Son of the Marsh had to be pulled "two-double" over best part of the journey in the Rosehill Handicap in order to keep him from going to the front, and when his rider did let him have his head a nice mess he made of the opposition. What price him for the Epsom Handicap? I should say that he would be far better suited in this event than the Metropolitan, though backers are nibbling at him for the latter race.

The New Zealand mare Chauvelin was backed for a good amount to win the Carlingford Mile at Rosehill, but she was hampered a lot at several stages of the race, and eventually ran unplaced, though she finished fourth. It will surprise me very much if Chauvelin does not win a race soon at one of our suburban fixtures.

During the running of the Australian Steeplechase on Saturday, no less than 12 horses met with mishaps, only three standing up. The horses that fell were Cori (neck broken), Golden Brown, Squirm, Acer, Generality, Charlemagne, Ripon, and Nigel. Kororoit and Acer ran off, as did No Trouble, at the last obstacle.

After the field had traversed a furlong in the Granville Stakes, Malster's Daughter rushed to the head of affairs, but a little later on Nangar displaced her. Malster's Daughter is engaged at Canterbury, a course that may suit her better than Rosehill.

Now that Duke Foote has shown form, the probabilities are that his stable companion, Prince Foote, will be starter in the Caulfield Cup. Duke Foote promises to be cherry ripe by the time Melbourne Cup comes around, so the stable may have a better representative at the weights for this event in Duke Foote than the champion.

Duke Foote's performance in the Maiden Handicap on Saturday was of such an order that he at once jumped into public favor, and such events as the Derbies and Melbourne Cup were picked for him to win. He is built a lot better than Prince Foote, though in color he resembles his illustrious relative (sire side) very much.

When Gigandra first commenced to race he was generally tipped as being the best of our two-year-olds, but subsequent form did not show him out in too good a light. He went off a lot, but since being spelled he has thickened out a lot, and on Saturday at Rosehill no horse that stripped for the Dundas Handicap looked better than the son of Ibex. He was at 4 to 1 for the event, but a rush that set in shortly after wagering commenced brought him to 7 to 4. The race was his from start to finish, though he did not have anything to spare when the home post was reached, for Maori King was hard on him, and was only defeated by a neck.

New South Wales can safely lay claim to possessing the best steeplechaser in Australia. Grafax, our representative, after winning the V.R.C. G.N. Steeplechase, got away with the Australian Steeplechase on Saturday, humping his 12.12 over the trying 4-mile course like the champion he is. It was truly a great feat.

New Zealand was fairly well represented at Rosehill on Saturday in the Dundas Handicap by Maori King, who carried top weight (9.5) into second place. He rattled along in grand style over the last furlong or two, and at the finish was only a neck behind the winner, Gigandra.

Had Dinyah not struck the hurdle at the 3-furlong post heavily, he would have put up a great battle with Ennis-mar on Saturday at Rosehill. He lost many lengths through striking, and, being a bit sore, it was some time before his rider could get him going again, though the accident knocked a lot of steam out of him.

A good day's sport should be witnessed on Saturday at Canterbury Park, as the secretary of the club received a first-class nomination for the fixture.

Lemonwood, a new 'un at hurdle racing, ran a bit wild at some of his fences, and he struck one so hard that it dislodged his pilot. A run or two in public should do this horse good.

Last week I stated that £150 to £1 was taken by the stable about Lady Norah for the 13.3 Handicap at Ascot. It should have read £150 to £15.

The San Francisco filly, Blue Gem, was heavily backed for the Maiden Handicap at Rosehill, but she got knocked back to third last shortly after starting. Still, despite this great disadvantage, she managed to run second.

In the Chatsworth Corinthian Handicap at the Caulfield meeting last Saturday, Gore, the rider of Mill Song, was badly hurt, and sustained concussion of the brain. In the Knowsley Steeplechase, Mooney, who had the mount on Booroomoo, met with similar injuries. Both unfortunates were sent to private hospitals.

At the Newcastle races last Saturday the books had a turn-up in the big event, Neville going out at an old price. The gelding won easily by two lengths.

The Fielder family had a turn of luck at Newcastle last Saturday, winning the last two races, with Bracken-burg and Laval, each starting favorite in their respective races.

After paying second money, the totalisator in operation at the Adelaide races last Saturday paid some splendid dividends over first horses. There was nothing sensational about them, but about every winner big odds were obtained.

Bright Laddie's series of successes in Queensland has been the cause of the public giving him a big chance in the Epsom Handicap. Count Grafton, a clicking good performer of late, went under to the Ayr Laddie horse in the Dudley Plate, at the Q.T.C. meeting on Saturday, being easily defeated.

The New Zealand crack, Master Soult, since his arrival at Randwick, has created a very favorable impression. So far he has only been given easy work, but within a fortnight touts will no doubt witness the son of Soult in full gallop. He is a beautiful specimen of the thoroughbred, and little wonder that he can gallop fast.

With such a moderate lot of performers over hurdles as No Trumps is asked to oppose at Canterbury, he should at least make a good showing, despite him being a new hand at the game. If this horse does not make a good jumper he will receive his appearance very much.

Ocean Pilot will probably come up from Newcastle and take part in the Canterbury Handicap on Saturday. He has not fared at all well since annexing the Moorefield Handicap in his Northern engagements, but with only 7-4 to carry I would not be surprised at seeing him get to the front on Saturday, and win all the way.

No handicap horse of suburban order, went better than Fortius did last Tuesday morning. He recorded 1.19 1/2 for 6 furlongs on the outside of the course proper, which was about a couple of seconds faster than any other horse put up the same morning.

Twirl, who romped home in a race a good while ago, at Warwick Farm, is at her best again, that is if track work is any line upon which to base this calculation. She is engaged at Canterbury on Saturday in the Stewards' Mile, at the minimum weight.

Wonder will ever Sequarius regain his best form. He showed up among the front division in the Balaclava Stakes at the recent V.A.T.C. meeting, for a fair part of the journey. Such a fine stamp of a horse, and only a young 'un too, as the son of Sequence is may yet be seen to the fore again.

## ANTICIPATIONS.

(By "Musket.")

## CANTERBURY PARK MEETING.

My tips are appended:—

## HURDLE RACE.

No Trumps ..... 1

Erin ..... 2

Lemonwood ..... 3

## FLYING HANDICAP.

Fortius ..... 1

Lad—Rucnalf ..... 2

King Hart ..... 3

## STEWARDS' MILE.

Blue Hook ..... 1

Diabolo ..... 2

Twirl ..... 3

## PARK STAKES.

Chaste ..... 1

Playright ..... 2

Malster's Daughter ..... 3

## CANTERBURY HANDICAP.

Tinsel ..... 1

Ocean Pilot ..... 2

Vanadium ..... 3

## SHORTS HANDICAP.

Troon ..... 1

Berber ..... 2

Classic ..... 3

Since Duke Foote's easy victory at Rosehill last Saturday, his stable mate Prince Foote, has been backed for the Caulfield Cup, coupled with the former for the Melbourne Cup. Whether the betting recorded was on behalf of the stable is not known, to me anyhow, but it is hardly likely that it was.

## ROSEBERY.

Yesterday's meeting of the above club was held in gusty weather, though fine, and the attendance was excellent.

The nomination for the Maiden Handicap was numerous, and in consequence Secretary Underhill decided on having the race run off in divisions.

The 1st heat was voted by the bulk of backers as being fairly choice speculation. They selected Fay, who went to the post first favorite at even money, while E.F.T., with McDonald up, found supporters at 5 to 2.

E.F.O. and Fay were first to break the line, and after keeping together for about 20 yards the latter went away and led into the straight. At that point Kerlie made his run, and passing the favorite at the lever, came away and scored nicely.

E.F.O. was a fair third, while Skipper beat the rest by 5 lengths.

Alcestis led all the tri- in the second heat, and just snuffed Miss Voyu, who made a good run, from the top of the running.

Bay Donald was mostly fancied for the Flying Handicap, but failed to get a situation. The winner turned up in a 10 to 1 chance in Ruatamata, who finished gamely and outed Glitter by nearly a length.

Jenn—Sharp almost got to the front at the three furlong pole, but at that point she appeared to get chopped off and eventually finished nowhere.

Matinee ran well, and may have scored had her rider not drawn the whip.

The Cobbler made all the running in the 14-1 Handicap, and after a hard tussle with Lady Cynthia over the final half furlong he managed to cop the prize.

Little Harry, Sirod and Remembrance defeated the others.

The Rosebery Handicap was considered a fair thing for Horace, but he could only finish fourth. His bad showing may have been due to his pilot losing an iron during the race.

The winner turned up in Lord Warwick, who prevailed by a head, after an exciting battle with Bangle and Royal Flush.

Barneyonte ran well, and at the Leger he appeared to have a second to none chance of winning.

Alberto made the race for 5 furlongs, but only finished fifth, in company with Barneyonte.

The Encourage Stakes was run in divisions, the first going to Cavalry, who won easily from Spv Glass, who defeated School Girl by nearly two lengths for second place. The latter led into the home turn.

Game Bird made nearly all the running in the Second Flutter, and the judge's box nearly four lengths in advance of Little Trent. Cinburry was third.

Cronulla (favorite) and Elector (12 to 1) fought out a desperate finish for the 14.0 Handicap, the judge being unable to separate them as they flashed past the post. Daisy II. was a fair third.

Sweetbriar led for a couple of furlongs, but dropped out of the hunt before the home turn was reached.

For the 14-2 Handicap, H.C. was rushed when books started betting, and in a few seconds dropped from five to two to one, while Merton Queen blew to three.

Albra was first out and showed the way with Lady Alwyn into the straight, while Cavalry held a good position.

Below the distance Cavalry ran to the front, and after a hard race won by half a length. Merton Queen finished fourth, a length in advance of H.C.

In the deader for the 14.0 Handicap odds were laid on Cronulla, while 5 to 2 could have been obtained about Elector's chance. After a good race to the lever the outsider won nicely.

Kerlie easily defeated Alcestis for the Maiden run off.

## ASSOCIATED RACING CLUBS'

## PONY RACES.

## NEXT MEETINGS:

VICTORIA PARK - WED., AUG. 24.

KENSINGTON - WED., AUG. 31.

VICTORIA PARK - SAT., SEPT. 3.

J. UNDERHILL, Sec.,

Phone 2082. 11 Elizabeth Street.

## MR. STOREKEEPER:

Here's a request from TOWN SHOPPER, "R. and T. Co-operator," 435 Kent-st., City.

## WILL YOU PLEASE SEE:

That original invoices go with all "Town Shopper's" orders.  
That the goods are charged to the "Co-operator" account.  
That the goods go promptly, and  
That copy of invoices are posted to "Town Shopper" for checking purposes.

If these simple directions are carried out, no mistakes or trouble can occur.



## Woman's Realm.

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

### A Useful Mushroom Hat.

Did you see Messrs. E. Way and Co.'s new railway hat in last week's "Women's Realm"? This week I am illustrating another hat from Way's. A useful mushroom in fancy straw, trimmed with silk in any color, exact to sketch, price 11/9 post free.



I have made special arrangements with Messrs. E. Way and Co., to have this hat trimmed with the new Silk Paisley Scarf which is being worn so much this spring, for the same price.

### Spring.

Spring! No words of mine are needed to remind my readers that spring is with us again. Warm sunny days, and early spring flowers are doing their best to brighten the world in general.

Since the footnote in my last week's "Women's Realm" my lady readers are doubtless anxious to hear all I can possibly say about spring frocks and hats. The display in and around Sydney is almost dazzling at present. Some frocks of the most elaborate designs, others simplicity itself, are claiming the admiration of the "window gazers," and it would be impossible for me to tell you how delighted I am to see that the popular shirt blouse is to have a prominent position allotted it amongst the many spring styles.



Therefore I am illustrating one of the many shirt waists on view in the shops, because I know it is a great favorite with the younger folk, especially with girls who desire something smart yet inexpensive. There is something else about a shirt blouse a great deal more valuable in the wearer's eyes than the material, and that is the make. The fit and finish of this blouse is really natty, fastening with box pleat down front, long smart sleeves, and collar of self material, it sounds absolutely ridiculous to say that it is cut from a fine texture cambric, and can be procured in different colors for the small price of 3/9 post free.

### Do You Visit?

One of the many little pleasures experienced by country ladies is visiting. City folk never or very seldom allow themselves time for visiting, and, of course, do not understand of what vital interest your "at home" is to you. First the reception room is to be turned out, leaving it clean and pretty. Then a variety of small cakes and dainties must be in readiness for the occasion, and when your room is filled with guests whom you are trying your hardest to please and make comfortable, what is the uppermost thought in everybody's mind?

It is a too well-known fact that a drawing-room is a "corner full of critics," and a woman is always known at such functions by her dress.

The picture we illustrate here

is a copy of a white linen costume, with tucked yoke and sleeves of muslin, and which is one of the prettiest of the many spring fashions. I have seen yet. It is very simple, and cheap, too; don't you think so? On inquiring the price yesterday I was



told by the head lady in the showroom 29/6. I asked if it could be procured in any other material except linen, but was informed that it was a linen speciality. However, it can be had in colored linen if desired, instead of white.

### Home Dressmaking.

A wrinkle worth knowing. When sewing sleeves in a waist, this is a good rule to take as a guide. Measure back from shoulder seam one inch; crease the armhole at this point, and the spot exactly opposite will be the place to put the under arm seam of the sleeve.

### For Girls.

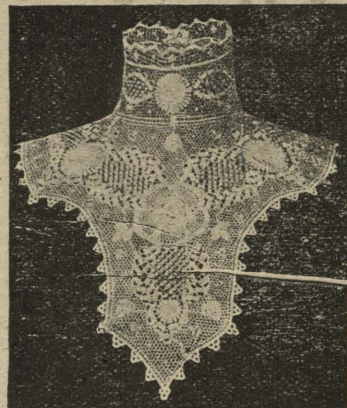
"Simplicity is the keynote to good taste." Many young girls seem to think they are not well dressed if they have not a frock elaborately trimmed, or a pair of patent leather shoes. Let me assure my young readers that there is nothing so becoming to them as something plain. Leave the rich trimmings, brocades, etc., for the older people. They find a necessity for it in their lack of youth and freshness. Over a shirt blouse is there anything so chic or so much sought after as the Peter Pan or muslin toby jabots? I think not. On my way round some of the stores last Monday I noticed two pieces of neck-wear which particularly took my fancy. Here they are:—

First is a pretty lace jabot (one which is being worn by lovers of smart collars), and is very cheap by reason of its simpleness.



From 2/11 upwards to 5/6, of course the higher the price the better the quality. Can be procured in white and Paris.

This is another dainty blouse front, and one which relieves a frock of its extreme plainness:—



White or Paris shade, price from 2/3 to 5/6. There are hundreds and hundreds of collars, 'jabots, etc., being shown, and if my readers do not care for either of these two lines a card addressed to the Town Shopper would fetch catalogues and illustrations in abundance.

### The New Blouse.

Is it a success? Very few Maygar blouses are seen as yet, and altogether they do not seem to be taking the eye

### A Spring Hat.

Many straw shapes are available from 2/11 upwards, and if any of my readers



have taste for trimming, they could easily swathe a droop shape themselves.

### ANSWERS TO CORRESPONDENTS.

(By Town Shopper.)

No. 329.—Your suit, we are advised, was sent forward to you last night. It will give you great pleasure to hear that it has given you complete satisfaction. Cost was £4/10/-.

No. 333.—With reference to bran in your order, I thought the best thing to do was to refer it back to you. I can get the bran cut down to 10½d. per bushel, so will you let me know what you would like me to do?

No. 335.—I thank you for the order sent by you. I bought the hat according to your directions, and had it sent straight on to you. I am glad to hear that you are pleased with the balance of 1/6 in hand against your next order.

No. 341.—I have your order of the 13th instant. The £1 enclosure, together with credit balance, made 21/-. Bluchers cost 5/6 and postage 9d.—6/3. Skirt at 14/6, leaving a balance of 3d. to your credit. I trust the goods will open up to your entire satisfaction.

No. 345.—I have your letter card of the 15th instant, and am very glad to hear that the boots proved satisfactory. You may rest assured that any orders you entrust to my care will have the very best attention possible, and I hope it will not be long before you send me another order.

No. 326.—Pleased to get your letter ordering the shoes. These have gone forward, and I hope I will hear of your daughter's satisfaction. I will send what has become of the last invoices. Are there any other goods I can buy for you? Don't be afraid to drop me a note if I can help you in any way.

No. 325.—I have your favor of the 10th instant safely to hand, for which please accept my best thanks. The wools have been forwarded, and the cost is 2/- per week hire. This starts from the time they are forwarded to you to the time they are returned, and if they are kept any longer 2/- per week extra will be charged.

No. 326.—I had only time to advise you that goods had gone forward by postcard on Saturday. The cambric I got at 4/9. The fur coat 5/6, cotton 3/-, and postage 1/3. These were sent by parcel post. I hope you will like these goods when you receive them, and that you will send some more shopping for me to do soon.

No. 352.—Thanks for your order, which with 10/5 enclosed reached me to-day. The shirts have gone on, and I think you will be pleased when you receive them. What about your groceries, boots, etc.? I am sure the money I could save on these things would make it worth your while to send for goods through me.

No. 331.—Your order to hand to-day, enclosure £1, for which please accept my best thanks. The suit was forwarded to-day, a dark green, at 15/11 from Gowing's. I think this is a very nice sample, and hope you will be pleased when you receive it. I have 1/1 to your credit, and shall be delighted to receive another order soon.

No. 336.—With reference to the stockings bought by us for you: It seems extraordinary to say that they have included your goods with parcel going to somebody else. However, I have sent them on again to-day, this time correctly addressed to you, and I hope ere this you have received them safely, and that they have opened up to your entire satisfaction.

of the womenfolk. The chief feature about this blouse is that it is made in one piece, thus doing away with the many joinings common to all other blouses of the shirt style. Some of my readers complain that as soon as the arm is raised the sleeve splits across the seam. Some patterns differ from others, and if the pattern does not show a gusset under the arm, I think my friends would be wise to insert one. This will allow a freer movement of the arms.

### Some Good Rules for Housekeepers.

Drink less—Breathe more.  
Eat less—Chew more.  
Ride less—Walk more.  
Clothe less—Bathe more.  
Worry less—Sleep more.  
Talk less—Think more.  
Waste less—Give more.  
Scold less—Read more.  
Preach less—Practice more.

### Save the Hair Ribbons.

Many girls are at a loss how to save their hair ribbons from wearing so much in the centre. Try this:—Make a pretty bow the size required, then stitch underneath the bow a piece of the ribbon long enough to go round the hair and tie underneath. You will find this will keep the hair ribbons fresh for a very long time, and when the piece for tying purposes is worn another piece can be attached.

## In the Wars

### ODD jobs about the house

or garden, especially if they entail the use of tools to which he is not accustomed, often result in a crushed thumb or some painful injury for the head of the household. His wife, too, is continually "in the wars" while doing the housework, and scarcely a day passes without one of the children getting hurt in one way and another.

Cuts, bruises, burns and scalds bring more trouble than enough, as the housewife has it—unless there's a pot of Zam-Buk handy. If this wise precaution has been taken, each member of the family flies to Zam-Buk for the speedy relief from smarting pain that this soothing balm affords, and the hurt is soon forgotten.

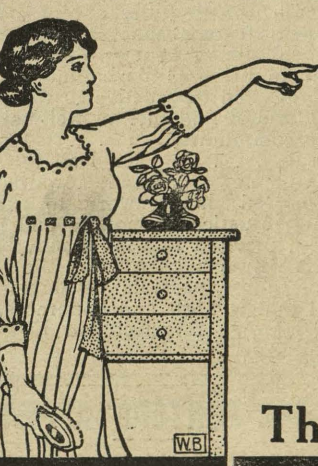
Zam-Buk is the ideal healer for the home because it is perfectly antiseptic, a reliable germ-killer (preventing poisoning or festering), and a natural skin-grower, besides being wonderfully soothing. Keep a pot handy in your home!

### Every Home Needs ZAM-BUK

Zam-Buk is unequalled for eczema, ringworm, piles (blind, bleeding, and itching), abscesses, ulcers, running sores, festering wounds, scalp disease, sore feet, chapped hands, cold sores, diseased ankles, itch, scabs, open wounds, cuts, burns, bruises, scalds, scratches, pimples, and all skin injuries and disease. Sold by all chemists and stores at 1s. 6d. and 3s. 6d. per pot, or direct from Zam-Buk Co., 39 Pitt-street, Sydney.

### Mr. R. H. S.

Thompson, Head Goods-shed Porter at Wagga Wagga, N.S.W., says: "During my occupation I am constantly knocking and cutting my hands, and I assure you Zam-Buk comes in very handy. It seems to act like magic on cuts and bruises, and quickly heals them up. I recommend Zam-Buk strongly, and no home should be without it."



## Osman

for UNDERWEAR.

"Osman" is safer, healthier and a hundred per cent. more satisfactory than common flannelette. It is delightfully pleasing to wear, and nothing surpasses it for undergarments for men, women and children. Look for the name on the selvedge—put there for your protection.

### The Best Flannelette

### GROCERIES!

W. WELLER, 21 & 23 Regent St., Redfern.

The shop for fresh, up-to-date goods. The famous Red Fern Coupons freely given. Send a trial order.

## H. V. SMITH & CO.,

Drapers, Mercers, and Importers,

91 to 101 CLEVELAND STREET, REDFERN.

You will enjoy shopping in our new building. During the last few days of our sale we are offering joy bringers in the way of bargains.

Men's Fashion Shirts, 1/11  
Felt Hats, extra good, 1/11  
Fleece Underpants, 1/6  
Flannels, Light and Dark Grey, 1/11  
Blue Dungaree Trousers, 1/11  
Special values in every Department.

COME AND SEE THE NEW STORE.

### A. T.

## PITTAR'S DENTAL ROOMS.

185a Pitt Street Only

(Opposite Civil Service Stores).

Painless Extractions ... 2/6  
Artificial Sets from ... 22/2-  
Crown and Bridge work—Specialties. All work is guaranteed, and is under the personal supervision of Mr. Pittar.

If you have defective teeth, call and see him.

### SAVE MONEY

and deal at the  
RIFFIN COUPON TEA AND  
CASH GROCERY COY.

Orders called for and delivered  
93 Regent Street, Redfern.  
Send for Price List. Phone 381 Redfern.

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

Is now an established and recognised Remedy in Coughs, Colds, Catarrh, and all Chest Complaints. Its effect is only to be felt to be appreciated. It is also specially useful in Kidney Complaints. It is manufactured solely by Mr. A. W. COLEMAN, SENR., the discoverer of Eucalyptol Extract in Australia, who has 56 years' experience behind him. Note This.—It is the only Extract without Phellandrene, and therefore does not affect the heart. Mr. Coleman's photo appears on every bottle. Don't be humbugged with imitations. A Profitable Line for Storekeepers. Retail at 1/6 Bottle. NOTE PHOTO ON BOTTLE.

## FRED. PIGGOTT,

51 REGENT STREET, REDFERN.

## THE LARGEST IMPORTER OF HATS

OUTSIDE SYDNEY.  
Nobby in Shape, Style and Colour.

## A Wonderful Invention—No More Loose Plates.

The Patent Flexible Suction which I attach to Upper or Lower Sets of Teeth is without doubt the surest method of firmly attaching plates to palate. By this attachments, sets of Teeth MUST stay firmly in their proper place, and give great comfort to the wearer.

UPPER OR LOWER PATENT SUCTION SETS, £3 3s. Patent Suctions can be added to any old and badly-fitting plate. Old Sets remodelled and made equal to new; fit guaranteed.

MY UPPER AND LOWER SETS OF TEETH AT £1/1/-

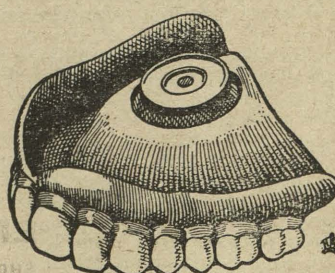
each are worn by satisfied patients all over Australia. They give satisfaction, and last for years.

By my Painless Method it is possible to extract any number of teeth in a few minutes at 1/- and 2/6 each.

No Pain, No Danger, No Ill After Effects. I do not make any charge for painless extractions when orders are given for Artificial Teeth.

Visitors to Sydney can be fitted with Teeth in ONE DAY if required. Personal attention.

SPENCER NOLAN, THE DENTIST,  
43 OXFORD STREET, NEXT JOE GARDINER'S.



## Reside in Sydney's Garden Suburb HABERFIELD The Place of Beautiful Homes.

It is a constant pleasure to reside in this delightful Suburb. It is more than pleasurable to own one of these beautiful Haberfield homes. With the aid of liberal terms, we can place you in possession of a new and charming cottage now. We have a number of new places ready for immediate sale and occupation varying in price from £295 to £1500.

All information, Booklet, and plan are obtainable upon application. Modern Cottages also specially designed and built to your order.



## STANTON AND SON,

109 Pitt St., and at Summer Hill.





A Hamilton correspondent writes: A bicycle pump is lost. A boy accused of losing it, and has to be the loss of 1/9. The pump is found by another employee, and handed to the boy asks for a refund of his loss from the shed foreman, but he will not give it to him, nor has he received it yet. We hope that some of the higher officials will take notice of the paltry way of treating our lads, who have to be kept in the dark about the weather and have to put up with a lot of abuse from one and all. It reminds us of the pump trouble some time ago, when an inspector openly told the accused he had good reasons to believe that he was implicated in the losing of mechanical staff time books, License or No License, has a lot to answer for. We prefer the latter.



## Commonwealth Politics.

The Latest News Direct from Melbourne.

### AUSTRALIAN NOTES.

When the House met last week, the Prime Minister delivered his second reading speech on the Australian Notes Bill. The subject was a big one, and the opportunity presented itself for the deliverance of a great currency speech. The Prime Minister referred to the Federal conventions and various draft constitutions drawn up prior to the acceptance of Federation by the people, to show that the control of the currency by the Federal Parliament was generally accepted without question. Further than this he did not deal with the general principles of currency or note issues. After explaining the clauses of the Bill he obtained leave to place in "Hansard" some very valuable tables prepared by the Treasury Department covering various note issues and securities of the great banks of the world. As the Prime Minister has the right of reply, and knowing the fierce critics facing him on the Opposition benches, he no doubt will make an exhaustive general statement before the second reading debate closes. The Hon. Patrick McMahon, ex-Attorney-General, followed in a long speech of a negative character in which he sought to prove that the Commonwealth note issue was neither necessary or expedient. He laboriously endeavored to show that whilst the State was entitled to the whole of the profits of a note issue by taxing them, they should not take the profits, by issuing the notes direct. Tom Brown took up the running, and easily carried off the honors of the week. In a powerful speech of an hour's duration he justified the use of paper currency, quoting in support Professor Jennings, of England, and Professor Walker, of America—two eminent authorities. He then showed the danger of private banks controlling the currency. Quoting from the Banking Commission report of 1892, he placed Mr. Coghlan in the witness box to prove the inadequacy of the control exercised over the private banks by the State. From the mouth of Mr. John Bartholomew, manager of the Commercial Bank of Australia, he showed that 130 private directors had control of the management of the trust funds and borrowed money of the State, upon which the general prosperity of the community depended. From this point he conclusively demonstrated the justification, even necessity of the Commonwealth issuing the paper currency and guaranteeing its stability. In support, he quoted Ricardo, John Stuart Mill, and the late Hon. W. E. Gladstone. He then proceeded to show, from actual experience, that notes issued by the State had been successful, quoting, Queensland, New Zealand, Canada (8 millions), Germany, France, and England. Concluding, in a concise yet powerful speech of an hour's duration, he stated his own experience of private bank note issues, how one bank had refused to cash another bank's notes, how a branch of a bank in one State refused to cash its own notes in another State at their face value, until threatened with the present legislation and how he had not been able to buy a feed for his horse in 1893 with a note issued by a private bank. He justified the measure on the grounds of principle, and convenience. Poor Bruce Smith wriggled and squirmed throughout Mr. Brown's speech. He took points of order, and interjected so unrestrainedly that the Speaker had to call him to order for disorderly conduct. As Bruce considers himself the special champion of the private banks and a financial authority of great eminence, Mr. Brown may accept his uneasiness and anxiety as a compliment to the forcefulness of his defence of the Government proposal.

### WEEPING AND WAILING.

#### Tribulations of Hon. J. Cook.

##### The "Co-Operator's" Influence.

In the Federal House last Thursday, the Hon. J. Cook, M.H.R., wept and wailed and gnashed his teeth in his most grumpy style. He complained that the Fusion had to bear the brunt of the "Co-Operator's" attacks, particularly in industrial constitutions. As there were only two issues of the "Co-Operator" prior to the election, one on July 14, 1909, and the other on April 6th, 1910, this tribute to the power and influence of the journal is quite exceptional. There is only one point we will reply to now. It was not known that the pay of employees of the Defence Department was plus rations when the criticisms were written. We publish the following from "Hansard," and will reply in next issue:—

Mr. Joseph Cook (Parramatta).—Nearly every union supports a newspaper of its own, but it is only now and again that one has an opportunity to read the lies which are scattered through the constituencies, and which it is impossible to overtake and refute. The distinguished representative of the Cook Division is not only a member of Parliament, but also the editor and conductor of a newspaper called "The Railway and Tramway Co-operator." Some friends were good enough to send me some of the spicy bits circulated during the last elections, and in one issue only, but throughout the campaign. The honorable member for Cook, being an up-to-date journalist, takes every advantage of space, ink, and the furniture of a printing office. His diatribes fell on members of the present Opposition, because, prior to the last election, we occupied the seats of the mighty. We had to bear the brunt of the honorable member's attacks, and suffered particularly in what may be called the industrial constituencies.

Mr. Parker Moloney.—The "Patriot" issued on behalf of the present opposition was scurrilous.

Mr. Joseph Cook.—One of the at-

ticles in the newspaper to which I am referring is headed "The Fusion as Swaters."

Mr. O'Zanne.—The party nearly sweated away at the last election.

Mr. Joseph Cook.—I have it on the authority of the honorable member for Cook, that you, Mr. Speaker, must be included in the category of swaters. What he says is—it is not fair fighting—that during the last parliamentary session the Fusion had a waiter employed working twelve hours a day for 6s. a day. The man had a wife and family to keep. The matter was brought up in the House.

Mr. Thomas Brown.—So it was.

Mr. Joseph Cook.—Why had not the honorable member for Cook the fairness to tell his readers what the reply of the then Speaker was, and the honesty to admit that the officers of this House are not under the control of the Fusion Government, nor of any Government, but of the Speaker? I draw your attention, sir, to this allegation, and should like to know whether this waiter is still employed for twelve hours a day at 6s. a day. I hope that you will put down such sweating at the earliest moment. The honorable member for Cook also laid great stress on the fact, as an instance of the Fusion sweating, that we had authorized a schedule of rates for the naval service of Australia—which he displayed in leaded black type—providing for ship's cooks 6s. 6d. a day, for cooks 6s. a day, for officers' messmen 7s. a day, and for first-class stewards 6s. a day. He asked how men could be expected to bring up families in decency and comfort on such wages; but he did not tell the great body of workers whom he was addressing, and whom he is supposed to have under his especial care, that those rates are 1s. a day in excess of the rates in force during the time that the last Labour Government was in office, and that I increased them by that amount. Furthermore, he did not show that those rates are exclusive of rations which the men receive in every case. Had he added that information, it would have put a different complexion upon the schedule. I ask the Minister representing the Defence Department whether he has put down this sweating? Is it still going on, after the Government's four months of power and office, with a majority which is all powerful? I have not seen any interference with this rate of wage up to date. What is the honorable member doing? Why is he not doing his duty? His first duty on coming into Parliament behind a Government of this kind was to take care that every one of these items was altered for the better at the earliest possible moment.

Mr. Bruce Smith.—He is busy in Sydney extending the unions so as to make them inter-State.

Mr. Joseph Cook.—The honorable member has been very busy organising, and I am not sure whether the honorable member for Calare was not with him and giving him a hand on one or two occasions.

Mr. Thomas Brown.—The honorable member is incorrect.

Mr. Joseph Cook.—I have no doubt that this matter did good service through the honorable member's electorate. I remember he took the editor of the paper and the author of this statement through his electorate, to help him in his onward course. I suppose he took all these co-operators with him when he was co-operating with my honorable friend, and I dare say he circulated these astounding statements through the honorable member's electorate also. I am simply calling attention to them, so that they may get this kind of sweating put a stop to under the reign and rule of this all-powerful Labour Government. I am pointing out these as one or two instances of what helped at election time to contribute to the tremendous majority opposite.

Mr. Thomas Brown.—That is nothing compared with the export duty on wheat myth which the honorable member circulated round my electorate.

Mr. Joseph Cook.—I did nothing but quote a statement in a newspaper about a deputation which had gone to the honorable member for Yarra when he was last in office.

Mr. Tudor.—And a statement which the honorable member knew was not correct.

Mr. Joseph Cook.—The deputation went to the honorable member, who undertook to bring their representations before his colleagues.

Mr. Tudor.—The honorable member said that I promised to get an export duty put on wheat, yet he knew he was saying something that was absolutely wrong.

Mr. Joseph Cook.—The honorable member also expressed sympathy with them.

Mr. Tudor.—I did no such thing.

Mr. Joseph Cook.—The honorable member was not alone in that, because the honorable member for South Sydney declared that there must be an investigation into the matter. The question of old-age and invalid pensions did admirable duty during the elections. Here are some of the things which were written and circulated about that question.—"Old-age and Invalid Pensions: The Fusion Antagonistic"; and this is what follows:—

The old-age pension legislation passed by Deakin and the Fusion has been forced from them at the point of the bayonet.

I suppose a party of forty odd in the House is usually forced at the point of the bayonet by a party of twenty-seven or twenty-eight.

Mr. Thomas Brown.—The honorable member's party used to say outside that the Labour party ruled the Government, and were responsible for all its misdoings.

Mr. Joseph Cook.—That was when the Labour party were behind the Government, who were dependent on their votes. In those days they helped

to make up a party which was in a large majority. The author of the article says:—

When introducing such measures, Deakin and Co.—there can be no doubt about the politeness of this young man—

have deliberately restricted their scope to prevent the liberal amendments desired by the Labour party. What are those liberal amendments? Chapter and verse are given here—

On July 21, 1909, Mr. Fisher, M.P.—

It is Deakin and Co., but Mr. Fisher, M.P. Why did he not say "Comrade Andy?" It will be remembered that "Comrade Stutch" wrote to "Comrade Andrew" when he wanted his five guineas a day from the Commonwealth Treasury. Why did not "Brother Catts" address "Comrade Andy" in the same brotherly way?

Mr. Speaker.—Order! The honorable member must refer to honorable members by the names of their constituencies.

Mr. Joseph Cook.—The honorable member for Cook went on to say in this article—

On July 21, 1909, Mr. Fisher, M.P., moved for old-age pensions to be paid to men at sixty, or if incapacitated at fifty-five, and to women at fifty-five. This was defeated after every conceivable point of order had been raised against it by the Fusion.

That is a statement of fact. The proposition was defeated, and I believe that a point of order was raised that it did not come within the scope of the Bill. What is the Government going to do in this connexion? The Prime Minister has hinted already, I believe, that he finds his finances will not permit him to reduce the qualifying age as low as he and his party tried to force us to reduce it when we were in office. In order that they may have no excuse I am now reminding them of those proposals. They will not be able to say afterwards that they never thought of this kind of thing.

Mr. Parker Moloney.—The honorable member is taking his beating very badly. He ought to be getting over it after the lapse of four months.

Mr. West.—The honorable member is making a farce of Parliamentary procedure.

Mr. Joseph Cook.—Every one who has heard the honorable member speak since his brief essay in politics knows what an excellent authority on farces he is.

Mr. O'Zanne.—The honorable member is very insulting in these references.

Mr. West.—He cannot help it. We cannot expect anything but a grunt from a bear.

Mr. Joseph Cook.—The honorable member for Corio will get used to this kind of thing when he has been here for a little while, and, therefore, we may forgive him his schoolboy tactics. I call the attention of the Government to this statement in regard to old-age pensions. It is a question which is supposed to have no party significance. Yet it was dragged through the mire of a political campaign and treated in a very despicable fashion by some members of the Labour party.

Mr. Thomas Brown.—The honorable member must not forget that his party was the first to introduce the question of old-age pensions into the controversy. It issued leaflets and circulated reports that we were opposed to old-age pensions.

Mr. Joseph Cook.—The honorable member for Cook in these paragraphs proceeded to refer to some of his own proposals. Every member of his own party is designated by his full and proper name. Those mysterious words "M.P." appear at the end of each. We have a reference to "Deakin and Co.," whilst, on the other hand, we find allusions to "Mr. Fisher, M.P." and "Mr. Catts, M.P." The words "Mr. Catts, M.P." appear several times on the one page. It is set forth that on 22nd July, 1909—

Mr. Catts, M.P., moved to prevent reduction of pensions because old people owned their own homes, as long as they did not produce income. This was defeated on a Fusion point of order. The honorable member for Cook told some doleful tales of the way in which old-age pensioners were treated. It was shown that their treatment was a denial of the principle of thrift, a flouting and a penalising of thrift. These old people, who through their long life's pilgrimage had managed to save enough money to build homes for themselves, were disqualified, it was said, from receiving old-age pensions. I have not heard one word in the House this session about these old people's homes. Why?

Mr. Hall.—From what is the honorable member quoting?

Mr. Joseph Cook.—From "The Railway and Tramway Co-operator." The honorable member for Cook went on to say that the proposal to reduce the residence qualification of old-age pension applicants from twenty-five to twenty years was due to our having accepted the proposal of the Labour party Government. He said that such a provision was first drafted by the Fisher Government, and was now law. He could not take that little item from us in any other way. It happened to have been passed by the Fusion Government, and all that he could say was that we had stolen his party's clothes, and inferred that we were a mean set to do so.

Mr. Thomas Brown.—His trouble was that the Fusion Government did not take more of our political clothes while they were about it.

Mr. Joseph Cook.—No. All this is under the heading of "The Fusion Antagonistic," and his trouble seemed to be that we were not antagonistic to that proposal. Further on we have the statement that on 25th November, 1909—

Mr. Catts, M.P., moved to enable old-age pensioners to have their pensions based on their income for the preceding month, instead of the preceding year, the practice of the Fusion.

He knew that he was misleading the public when he made that statement. He knew that the practice to which he

referred had been followed since the coming into operation of the Old-age Pensions Act, for the passing of which the Labour party are never tired of taking credit. Every blot on it, every imperfection connected with it, on the other hand, is singled out as the work of the Fusion. If, instead of attributing this practice to the Fusion Government alone, the honorable member had said that it was the practice of his own party when in power, and, indeed, of every Government since the passing of the Act, he would have told the simple truth. These very defects in the Bill he tries to charge to the Fusion when appearing on the public platforms of the country. I do not call that fair fighting. He says—

The Government threatened to drop the amending Bill, and the amendment had to be withdrawn. This clause causes great hardship to the needy old people of Australia.

The present Government have the power and the control of the finances; and yet not one word has there been since the elections on this very important question. We are told—

The Labour party will deal liberally yet fairly with the old-age pensioners and invalids of Australia. There is a great deal more in this newspaper, but I think that I have read sufficient.

Mr. Mathews.—The honorable member dishes it up very well!

Mr. Joseph Cook.—This newspaper also deals with another matter in connexion with some sweating supposed to be going on in the Post and Telegraph Department. It says—

Although Hon. J. Cook was returned to Parliament as a Labour representative, and was for years Postmaster-General of New South Wales, he never laid down a minimum wage for the employees of his Department.

But has any Labour Government attempted to do that so far? We have had three Labour Governments—the Watson Government, the first Fisher Government, and now the second Fisher Government, which is four months old.

Under the Commonwealth, the Labour party were instrumental in having the minimum wage of £2 2s. per week laid down for an adult.

Of course, the writer takes credit for that. I believe, however, that every honorable member on this side who was in the House at that time, supported and voted for that provision, which was not introduced by the Labour Government but by the Deakin or Barton Government—I forget which.

Mr. Tudor.—It was opposed by the Barton Government, and knocked by that Government in the Senate.

Mr. Joseph Cook.—Then how did it become law?

Mr. Tudor.—We forced the Government to put it in again.

Mr. Joseph Cook.—I think there were about twenty Labor members at that time?

Mr. Tudor.—There were sixteen.

Mr. Joseph Cook.—Then, according to the Minister of Trade and Customs, sixteen members forced a House of seventy-four to insert that provision. The article proceeds—

but we find that the Fusion have married the working in the Mail Branch of the General Post Office, Sydney, at a salary of £84 per annum. This works out at 32s. per week. This is the policy of the Employers' Federation with a vengeance, namely, that the workers have no right to claim a living wage which is a marrying wage.

How is the marriage rate proceeding now in the Post Office? But supposing the Fusion had done all these things, there would be all the more reason why this Labor Government should set about rectifying abuses which they say are working to the detriment of the community. I should like to know from the Prime Minister what he is going to do, because it is time we heard something of the policy of rectification as applied to the working people of Australia. I hope the Prime Minister will forgive me for reminding him of some of the grievance which can be rectified instantly by the simple edict of this Government, who have the power, and who, if they do not exercise that power, will be culpable in the eyes of the people outside.

#### Queensland's New Officers.

The following officers have been elected for the ensuing year by the Queensland Amalgamated Railway and Tramway Service Association:—President, Mr. J. M. Hancock; Vice-president, Mr. G. H. Rich; Treasurer, Mr. W. B. Stanley; General Secretary, Mr. S. W. Callaghan; Councillors: Messrs. J. E. Barnfield, J. S. Hardy, P. D. Macdonald (Loco.), J. B. Harding, J. H. Sherry, E. M. Hanlen (Traffic), W. Brown, W. H. Sowray and R. Ladbroke (Maintenance).

#### Enthusiastic Night Officer.

The following letter has been received by the secretary of our Eskbank district officers' branch:—

"Re Amalgamated Railway and Tramway Association—Kindly advise if branch formed, giving particulars and state if contributions to be forwarded to you. I am very enthusiastic on this, and wish to become a member, as we all know that union is strength, and our grievances must receive better attention if we all go in one solid body."

#### A Cause of Delay.

A number of country correspondents have a habit of addressing their communications to Mr. J. H. Catts, M.P., to care of the Commonwealth Offices, Sydney. This means that delays are frequently caused. Last week, on Mr. Catts' return from Melbourne, he received several orders for shopping amongst his private and parliamentary correspondence at the Commonwealth Offices. Correspondents should please note that orders for shopping in Sydney should be addressed to "Town Shopper," c/o "The Co-operator," 495 Kent-street, Sydney. Other business communications, in relation to either Association or "Co-operator" affairs, should be addressed to Mr. Catts, c/o Trades Hall, Goulburn-street, Sydney.

## THE EVOLUTION OF UNIONISM

(By Veritas.)

Mr. George Cramp, speaking at Sheffield (Eng.), to a branch of the Amalgamated Railway Servants, is reported to have predicted that a party of industrial unionism would supersede the present system of craft unionism. There can be no doubt about it. The movement is gaining ground in this country. The recent strike legislation, according to Fusion-Protectionist-Freedom-Labor-ratter Cook, has been the base of its foundations in practical politics. Cook don't put it this way, though. He gives his Cooked version of it. That is always underdone. Politically, Cook is a very bad cook, and the dishes that he serves are so over-seasoned with the various political formulae that he has espoused during the suffering years that he has represented the people, that we cannot recognise the thing. Once it was a solid Labor joint, fit for any man's digestion, but now it is a very bad kind of hash that no one cares to ask for, and there are serious symptoms that it will at length hasten the end of Cook himself. Now we will leave Joe in the political scullery and proceed to the review of the matter touched upon by our paternal brother across the briney-sea.

Faced with the great combines that control the production of wealth in England, Mr. Cramp is in the position to gauge the grip that they hold on political and industrial life in the British Isles. Scientific advances in the mechanical devices are cheapening the management, and the over-production from the markets of the world are pouring into Britain and ousting the workmen from their benches.

Mr. Cramp pointed out that "in their own organisation last year they paid £9,017 17s. 4d. in out-of-work pay alone, which was the largest amount they paid since 1898. The expenses of management were decreasing and expenses of unemployment were steadily rising. He had hopes for the future. He believed the young men of the country were beginning to take a greater interest in the movement, and the time was not far distant when they would see the workers no longer divided into various little camps, each striving to improve its position at the expense of those around them, but formed into one camp of organised workers, marching steadily forward to their industrial and political emancipation."

Political emancipation is the first thing to accomplish; after that, industrial emancipation is but a short stride. For the first time in our political history, we have achieved our political emancipation by recording our votes in favor of the party that understand our ideals, and who are pledged to give effect to them in the Commonwealth Parliament. The first stage of industrial emancipation is now being discussed there, and we may feel assured that it will become law within the next few weeks. Of course, we allude to the Federal Arbitration Bill, which makes an industrial dispute a matter in which the people as a whole are interested. Once this is recognised as a right, the people as a whole will assert their rights to be the arbiters, and the dispute will be settled in the interests of the whole people, instead of the interests of the shareholders in this or that combination of employers, monopolies, or capitalistic coercionists.

It may be assumed that the natural corollary of a common interest in industrial disputes will be to weld together the unionistic units into federated industrialism. Self preservation will teach them that it will become one of the first essentials in moulding the new thought, born of industrial government, by the people as a whole. The larger the interest the wealth producers can obtain by amalgamating their claims the better for all. The weak and ill-governed union will receive chastisement, if it outsteps the limits of prudence, but at the same time, if its claims receive the endorsement of the federated council, the claim must be heard and the grievance adjusted. This will remove the little camp from actively seeking benefit from the war going on between his working brethren. The term brother will then have a significance that is only a law-him stock-to-day. This first step we commend to railway brother Cramp. It is also the most important matter that has ever been put in the workers' hands in this State. If they are true to themselves on the day they are called to record their votes in September next, they will have advanced another step in the pathway to a better share of the wealth that they produce.

We offer our sympathy to the men who are "not sure of their positions a fortnight hence." That statement means that the labor market is overstocked. There is industrial depression wherever such a state of things exist. The insolvency of the official goes along pari passu with it. He can get plenty of men to take the place of those whose galled necks wring from them complaints of hardship and injustice. Had it not been for our Labor strength in Federal politics the labor market here would have been overstocked long ago. Emigration of every description would have been subsidised. All kinds of pretences have been put forward. The dangers of invasion was put in the forefront by the capital controlled press. A war scare was created that might have sent a more thoughtful community into paroxysms of fear. When it failed, "the land" was the cry. Put the people on the land! But our watch dogs told the truth: that our own people could not get land; that where one piece was available there were often three hundred dead native-born applicants for it, and even that ruse failed, although several batches of pseudo-soil tillers were smuggled in. Every known device was seized on to stack the labor market, and bring down the price of labor by the New South Wales Government. That it failed is due to the trenchant criticism of our Labor leaders, and by the visits of English representatives of Labor, who studied the matter out for themselves. It is true that we have boundless wealth. Our agricultural wealth has not yet been estimated, nor can it be, until the few who hold the better part of an area nearly

as large as Europe, are made to disgorge it. It is significant that when the appeal for patriotic men was made to give a Dreadnought to the English navy, not one per cent. of them offered a bean; but this will soon pass away. The men we have in power to-day will make them pay for the power that will be built to give them security from attack in another way. They will have to give it to tillage of genuine agriculturists or pay the toll for keeping it out of the channels of production. When we have the land to offer our kinsmen beyond the seas we will extend to them the welcome due to Britishers. At present we can only extend to them our earnest sympathy in their distress, and ardently hope that Mr. Cramp's prophecy will be fulfilled.

Britain represents the two great extremes of wealth and poverty. It has always been noted by competent observers that where wealth is enthroned in opulent grandeur, poverty, too, is represented by starvation and cheap labor. It is a sad reflection, and when we come to think of all the achievements of science in the multiple branches of industry, we can understand the sweeping assertion of fluxley that if it cannot be applied to the amelioration of the masses, he would welcome the advent of a friendly comet that would singe them out of existence.

## VICTORIAN AMALGAMATION.

### The "Labor Call" Supports

On Wednesday, July 20th, delegates from the Amalgamated and Transportation Societies, Messrs. Hyett and Bustelli for the former and Messrs. Evans and Walsh for the latter to consider the advisability of adopting some scheme for the closer unity of railway employees. After deliberating from 9 a.m. to 10 p.m., a number of resolutions were agreed to. It has been arranged that a further special committee shall be called together to take charge of the resolutions agreed to by the delegates, for the purpose of framing a united constitution. This constitution will in turn be submitted to meetings of the respective societies for consideration, when it may be amended if desired. The final draft having been prepared the completed work will be submitted to the societies for adoption or rejection. There is a strong feeling for "One Society," and sectional branches with full sectional autonomy will no doubt be arranged to meet the objections raised by those who think that the various sectional interests need specially safeguarding. Our Victorian friends are moving in the right direction.

### Labor Newspaper Supports

The "Labor Call," the official labor organ of the Victorian labor movement, is strongly supporting the Amalgamation idea. In an article, headed "Strength in Unity," in the issue of August 11th, the "Labor Call" says:—

The proposed amalgamation between two of the largest societies of railwaymen in this State is a step the ultimate importance of which can hardly be over-estimated. Most, if not all of the special disabilities under which railway servants—in common with the public service of the State—now labor could be removed by united action.

The proposed arrangement of dividing the employees into divisions, giving each division power of control over its purely local affairs, does away with many of the objections urged against the industrial union. Unity is necessary because the important questions are those which concern all sections of the service, and it is upon these points that all must act together. It is hardly necessary to say that further developments are awaited with the keenest interest.

Amongst the many questions that such an organisation as that proposed could successfully tackle are the restitution of full political rights; the eight-hour day for station staffs, watchmen, and all others not enjoying same; the minimum wage; superannuation; reform of the Classification Board; and many other principles of vital interest. As far as the rank and file are concerned, the general feeling about the proposed union is "let it come soon."

Amalgamaters are receiving much encouragement of late from all quarters. The official Labor organ of Queensland, Victoria and New Zealand, have within the last few weeks placed on record in their columns, their emphatic endorsement of what have been strenuously contending for, for many years past, namely, Industrial Unionism as against Craft and Sectional Unionism.

### Botany State Council.

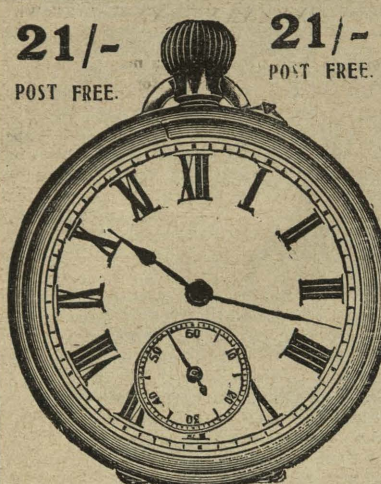
A meeting of the above was held in the Brickmakers' office, King-street, St. Peters, on Friday, August 13th, the following branches being represented: Botany, North Botany, Camdenville, and St. Peters. Mr. W. S. Thompson presided. Credentials for delegates were received from the St. Peters branch. A meeting was arranged for the Zetland portion of the electorate, to be held on Monday, 22nd instant, on behalf of the selected Labor candidate, Mr. F. J. Page, M.L.A. A strong committee is being formed in this portion of the electorate in anticipation of the Liberal and Reform candidate making his appearance. The Municipal Committees are also engaged in making arrangements for the forthcoming campaign. The next meeting of the Council will be held in the North Botany Town Hall on Friday, 21st instant, when further progress reports will be submitted. All League members are invited to attend the Council meetings.

### Ballast Guard's Thanks.

Mr. W. D. Clarke, assistant general secretary, Amalgamated R. and T.S. Association, is in receipt of the following:—

"Dear Mr. Clarke.—The ballast guards of the Per. Way Department desire me to thank you and the other representative for the able and kindly manner in which you placed our case before the Wages Board. You have earned the gratitude of the ballast guards.—(Signed) J. Williams."





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## PER. WAY BOARD.

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Can't Afford Children.

Wet Through With Perspiration.

Last week we were able to clear up the report of the evidence up to the adjournment of the Board between June 29th and July 21st. When the Board re-assembled on the latter date, Mr. F. W. Bretnall appeared for Mr. Cargill, and Mr. W. D. Clark appeared temporarily for Mr. Catts, on behalf of the Amalgamated Association.

Albert Edwin Moore, of No. 4 Dora Street, Hurstville, relieving fettler, stated that he had had considerable experience in the extra gangs—about four years. These extra gangs are liable to be sent anywhere for work in the metropolitan area. These extra gangs did re-sleeping and re-laying, that is, taking the old road out altogether and putting in new sleepers and new rails, sidings, points, and crossings. He considered fettlers should receive 8/6 per day, because of the extra cost of living. His present rate of wages was 7/- a day, not sufficient to keep himself and wife and to pay rent; then the work was, in his opinion, worth more than 7/- per day.

As a relieving fettler he was getting 7/- per day, but was getting 7/6 as a spiker in the gang. A spiker is above the ordinary work. They recommend the first class spikers to receive 7/6. The majority of the gang receive only 7/- a few are receiving 7/6. I have been in the service five years. When he entered the service he received 6/6, and was on that rate about eighteen months. He had been getting 7/- for about 3 1/2 years, with the exception of the time he was spiking.

I see by your cost of living sheet that it works out to £1 18s. as the total cost of living. I presume that means per week?—Yes, between £1 17s. and £1 18s. a week.

(Document put in.)  
Witness: We get things as much in bulk as we possibly can, such as soap and sugar. I have taken it as near as I possibly could at what it would run me into per week. The list provides for ordinary necessities.

The Chairman: I see the items are groceries, bread, meat, milk, vegetables, fuel, light, clothes, boots, railway ticket, newspapers, Union, Lodge and insurance. What is the railway ticket?—I have to buy a ticket; I get it half rate by taking a monthly ticket. It is from Hurstville to Sydneyham. The length I am working on at present starts from Sydneyham.

Mr. Campbell: That is the commencement of the length he is working on; when he gets there, he is practically on his work.

Mr. Clark: You do not make any provision for old age in this cost of living?—Yes, in insurance; I have counted that.

Apart from the insurance, is there anything put by?—Since I have been married two years ago last April, I think the wife has saved about £10.

You have got no children?—No. With reference to that, of course there are cases where the cost would come over the expenses stated there. There will be a confinement shortly at my place, and it will run me into £5, and I have no money put by to meet that, and that will come out of the £10 that the wife has saved. I could not save £10 if I had had a dozen children to provide for. The work in the extra gang is very heavy. When you are re-sleeping, and you have plastered the spiker, the work is very heavy on the spiker. In getting 6d. a day more a man is looked upon as having a good knowledge of the work, and he comes in for a great deal more of the heavy work than the ordinary laborer. When they are re-sleeping the jacks are put under the road, and the line is lifted up under the metal. Some gangers have served most my time with, would have the road lifted up, and we would have to get the big hammers and knock the sleepers off. Two men go along on each side and knock them off each rail a certain distance where the jacks have lifted the road high enough. After that you go back and get your shovel and shovel the metal out. In some places it is not heavily covered, but in others the metal has to be shovelled right out for the new sleepers to go in. It is called shovelling it, but a man alongside you calls out to gallop it out. You have to go as quickly as you can. Then the jacks are lifted. You get your mate then, and you have to make the road secure. The ganger has to do this work between trains, and if the traffic is very thick it is heavier on the men. The time taken up by clearing the metal out and putting the sleepers in may have taken up all the time the ganger has in which to clear his road, and you have to go as hard as you can spiking to let the train over. My clothes have been wet right through with perspiration on what you would not call a hot day. It is very heavy on clothes.

You have allowed only 4/6 for clothes and boots per week. I would have averaged it up for the twelve months. I cannot say that it would cover what it costs me for clothes.

Is all work in the extra gangs done at that pace?—When you are putting in a siding or excavating the road for a siding, the work is done by the extra gang, and, of course, they have no traffic to compete with, like they do if they are working on a main road.

You think that because of these conditions under which you work that you are entitled to the 8/6?—Yes, the work is worth 8/6.

I see in claim 4 that spikers are asking for 9/6 per day. Do you consider that a spiker is above the average workman?—Yes. Before you can get the extra 6d. a day in the gang as a spiker you must have a fair knowledge of the work of plate-laying right through. You have to be able to cut rails and bore them; sometimes you have to get the jim crow and curve them to suit the lead of a crossing. You have to be able to adze. You bore the sleepers one end so that they are ready to go in and get the timbers ready to go under the crossing. A spiker is a skilled man. He has to be

able to set up points. I had, while I was getting 7/6 and some of the time while I was getting 7/-, to measure up the crosses and rails and have everything ready to put in a set of points and crossings all regularly between the traffic. I had to measure them up and have them bored.

The Chairman: All that a spiker has to do is to spike. He may qualify himself for other work, but surely his work is actually just hammering in the spikes?—Yes, but before the ganger they term a spiker a man who is capable of doing a good deal of the other work. There are men in the gangs that are spiking, who are doing the spiking only, and they are not getting paid the extra 6d., for the reason that they have had no other experience, and the ganger will not recommend them as competent men.

Mr. Clark: With regard to crowing, have you done any crowing?—Yes. A spiker is a more skilled man than a spiker. The men crowd as a pressman. You have with a crow to press the rails and curve them, the same really as you have to do in the press; mostly when the crowing work is done the rails have been thrown off a ballast train along the line, and they are not in stacks. When they are in stacks they mostly use the press, but when they are thrown along they use the crows, and if they are kinked you have to straighten them, and if it is a curved road, you have to curve them to settle the curve.

The Chairman: The skilled knowledge is in the man who is in charge of the pressmen. The pressmen just do what they are told?—There is a pressman in the gang who receives 8/6.

What I want to know is this—I know the work from being on the Tramway Board—I want to know whether the responsible person is not a pressman, and the other men just have to do what he tells them?—I have been doing crowing work for three and four days, and there was no responsible person there, no pressman, to inform me. There have been two of us on the crow pressing these rails.

You adjust it from your own knowledge of what the curve is, or is the work set out for you?—When we are doing them with a crow the rail is laying along the sleeper under where it is going in, and you curve that rail to suit what in your own idea would be the same curve as the old rail that is coming out of the road.

Then when you are putting in crossings and sidings, do you do the curves on your own?—Yes, I have curved rails to suit the lead of the crossing. The ganger tells me to set an eight chain curve, or whatever it may be.

Was that while you were working in the extra gang as a spiker, or when you were an ordinary member of the gang?—That is while I was classed as a spiker. Because of the responsibility a crow man ought to get a little more than the other men.

Mr. Clark: Do you ever do any Sunday work?—Yes.

What do you get for Sunday work?—Time and a quarter for the first two hours, and time and a half after. While we were working in Woy Woy tunnel and Oxford tunnel we had Sunday work then. At Oxford every other Sunday, and Woy Woy tunnel we had Sunday work.

The Chairman: You claim for Sunday work double rates?

Witness: Yes. If the exigencies of the Department necessitate us being called out on Sunday for double work we ought to receive double time. The reason is that being called out on Sunday the conditions are different. I will give an instance of what we were working at Woy Woy. We were never late in the week when we had to work on the Sunday, and there was no time enough for me to send to my wife to send me up a fresh lot of provisions and food for the next week. We would not be allowed to work up time to catch the train so that we could go home on Saturday and get back on Saturday morning, so as to be there on Sunday night to work. So I had to lose half a day to go home on Saturday to be back there on Sunday. I was told that if I was not back on Sunday to work on Sunday I need not work on Sunday. When we came to work on Sunday, I think the actual time we worked was 4 1/2 hours. I am not sure about the quarter, but it was over four hours and it was not five. I forget what time we were docketed with the time and a half rates, because we had to stand off during the week waiting for materials 9 1/2 hours. We had to wait for the ballast train to come. We were not allowed to leave the job, and we did not get paid for it. We wrote and made application for that 9 1/2 hours, and said that we were waiting for the convenience of the Department, and the reply was that we were only paid for the time that we actually worked. We also said that we had to stop up there for a fortnight, and that some men were not given their passes to go home on Saturday so that they might not lose time. Unless you lose the time you could not get a train to let you get down to your home near Sydney to be back on Sunday morning. We were told to go down on Saturday night. When the application went in the inspector came out and told the ganger to give us two more hours of the Sunday work than what we really would have got. That made our time for Sunday 9 1/2 hours—the time we had lost. From the Sunday work I lost half a day in that period, whereas very likely if there had been no Sunday work we would have had to lose it. I have seen men who were not put off on a Sunday when they were put off. They got reinstated, but they lost over a week over it.

The Chairman: Re travelling time. The present practice, apart from the day and night question, is to allow a day's pay for every 8 hours travelled, or actual time if 8 hours and under,

plus the time worked, if any. The present practice is to pay according to circumstances. Mr. Cargill was to give us particulars about that, so that had better be left for the present.

Mr. Clark: Claim 50, expenses away from home. Are the men in the extra gang allowed night-out expenses?—Yes, 6d. a night.

The Chairman: There is some limitation to that, I think; it depends on the time they are away on the job.

Mr. Fraser: No, they get 6d. a night.

The Chairman: I have a note here that there is no day allowance. No extra pay in respect of a day, unless that 6d. is supposed to cover it.

Mr. Fraser: The 6d. covers the 24 hours.

Mr. Clark: But does that 6d. cover the outlay necessary when working away from home?—No.

What additional do you have to find when you are away from home?

The Chairman: That is exactly what I want to know. What extra expenses are you put to by being away from home?—I take up as much food as I expect I will carry me on, on the Monday morning when I go up. I cannot make up a meal like my wife can, and if a man has done his hard day's work he does not feel very much like dishing up a decent meal or a good substantial feed. You have to buy tinned meat and tinned fish and things that the wife never has to buy when you are at home. You cannot make the food go as far when you are doing your own cooking as the wife can, and really you are keeping two homes. The wife has to provide for herself at home, and she has to provide for you when you are camping out. Really, the food she buys for me when I am at home would do for the two of us, and so we have to provide for two homes.

Mr. Clark: And the 6d. would not cover it?—No, it costs me 5/- or 6/- a week more when I am camping out than when I am at home.

If it costs you 5/6 a week when away from home, 6d. a night does not cover it?—Between 5/- and 6/-; 1/- a night is little enough.

The Chairman: You ask for 2/- a night. According to this witness 1/- would cover it.

Mr. Fraser: 5/- or 6/- does not amount to quite 1/- a night.

Mr. Clark: How about holidays in the extra gang, in claims 53 and 54?

Mr. Bretnall: I think there is an agreement as to that.

Mr. Fraser: In claim 53 the traffic award is accepted.

The Chairman: 53 is agreed upon. We might have this witness's opinion as to 54.

Mr. Fraser: As to 55, it was agreed to modify that.

The Chairman: In clause 53 men other than those on deviation and duplication works were to get the statutory and picnic holidays. What is to apply to men on deviation and duplication works?

Mr. Fraser: Men on deviation and duplication works take out their holidays as they come.

The Chairman: Is it to be recognised that they get statutory holidays and picnic holidays?

Mr. Fraser: That is not agreed upon.

Mr. Campbell: In connection with men engaged relaying and re-sleeping and that class of work, does this mean that they do not come under that?

Chairman (to witness): You are covered by what was agreed upon.

Mr. Campbell: I did not quite get the chairman's note with regard to the men in extra gangs. Do those men employed in extra gangs come in.

Chairman: Yes, this covers all men except those on deviation and duplication works. Claim 55 was agreed upon to apply to all except men on duplication and deviation, and 54 stands over for further consideration.

Mr. Clark: Do the men in the extra gangs get their home passes?—Yes, every week.

Have you noticed this clause, that we are practically to be allowed to work up time lost to enable them to be home one clear day on a Sunday. Is that the practice of the Department?—No, it is not the practice of the Department to allow you to work up time.

Mr. Fraser: As a matter of fact, on that question it has been decided by the Court that the Wages Board has no jurisdiction.

Mr. Bretnall: No, that was the matter of the gratuity, and a month's holiday after a certain service.

Mr. Fraser: Oh, yes, Mr. Catts modified it so as to bring it within the jurisdiction of this Board.

Mr. Clark: On Clause 61 regarding the stopping time of work—I think our time should start from the camp. Very often we are compelled to pitch our camps two or three miles away from the work for the convenience of the Department.

Chairman: Let me understand how it is to the convenience of the Department. Give me some examples so that I can understand what your argument is?—When we were working the other side of Wollongong, at Unaderra, I think, the starting place from the camp was between a mile and a half and two miles. We were compelled to camp at Wollongong. Some days we would have to go down the other way two or three stations on the Sydney side and do work there. We would work there sometimes two or three days, and while we were working there we would catch the train that left Wollongong at 6 o'clock and go to work down there. If we had been camped on the job we would not have had to come all that way to work down there. Really there was only one or two days' work the opposite way, and the most of our work was the other way. We were camped in the yard to meet the ballast train. Sometimes we would be in the camp and have got our tea half on when we would have to rush out and meet the pick-up whatever time she would be going out. It was sometimes after 5 o'clock, very nearly dark, and we would have to go and throw out the sleepers. Sometimes in the morning half way through breakfast, we would be called out half way to throw out the sleepers. We were handy to be called upon, and the ganger had his van there. It would not be so convenient for him to call the men out if they were camped on the job they were working on.

Chairman: The alternative would be shifting your camp perhaps every night, just as your work wanted it?—It really would not suit us to be shifting our camp every night for little jobs like that, but sometimes we do that work for a week or a fortnight. We go away and catch a train, and go to different jobs altogether. Sometimes we get Sheffields and sometimes we get neither trains nor Sheffields, and we have to walk. The majority of jobs last longer than a day; they last a fortnight or six weeks, or a couple of months on roads where we are re-sleeping.

Mr. Fraser: Are they not on the spot in all those cases?—No, they are not.

In cases of re-sleeping or re-laying, do not you camp practically on your work?—No, we were re-sleeping there at Wollongong.

How many other cases occurred of that kind of your five years' service?—When we had been doing the re-sleeping right through.

Where?—In another case we were working outside Wollongong re-sleeping, and I think there was half a mile of it in one place, there was some done, it was a mile from the first lot, and there was some where the camp was put, and we did pretty well on to Wollongong. Our camp was put on the furthest away. We had to walk a mile, if not over a mile, back from Balgownie; we were camped pretty well half way between Balgownie and Wollongong, and we had to walk back from Balgownie to do this work, we were there pretty well over a week, nearly a fortnight, and we had to walk there in our own time, and walk back again. If our camp had been put up, we would have had to pitch it near the other job.

Chairman: Is not that really the only alternative to your claim—to shift the camp every time?—It would be better for us when the job is that far to shift the camp every time as the work goes along, so that we would not have to be walking a mile or a mile and a half.

Mr. Fraser: During this five years these two cases are the only ones where you had any distance to walk to the camp. They are both in the vicinity of Wollongong?—No, when we were re-sleeping on the Mudgee line the camp was put up, I think, very near the centre of the work, but before the work was finished I think there was somewhere about three or four miles we did. We were walking a mile and a half and two miles backwards and forwards to the camp.

Mr. Clark: Is there anything further you would like to explain to the Board?—Yes, Mr. Fraser asked me was there any other case except the three I mentioned where we have experience of travelling from camp to work. I could not call any to memory at the time, but there are two other cases when we had to walk a good distance. We were re-sleeping fully three-quarters of a mile the other side of Loftus, and the men had to put their camps up at Sutherland. It was not near the work, it was 2 1/2 miles from the work where the camps were put up, and by the time we had finished and got to the end of the work, it was three or four miles. Then there is another instance. We were camped at Waterfall, and we had to go from Waterfall to Lilyvale re-laying curves.

Mr. Fraser: Could you have got food beyond Sutherland?—Yes, most of them fetched their food from home; they very seldom buy their food where they camp. If they have to rely on that you would not get it at all sometimes, because sometimes you are miles away from a store. Most men have their food sent from home in the middle of the week from the nearest station to the camp.

These tin foods that you mentioned. Do you always get them sent from home?—Yes, we either take them with us or get them sent from home. Meat, of course, you cannot take enough to last you. You have to do the best you can. If there is no butcher near you get the corned meat sent from home and cook it. If there is a butcher who happens to be going past where you are camped you get it there. The same with bread. I have had to get bread sent from home because I could not get it near the camp.

Chairman: Of course, there would be a good deal of difference between married men and single men. I mean, since a man's home would be where his work is, it would not cost him so much?—I could not speak for a single man.

Were you not working as a single man?—Yes, but I used to have my things sent up from where I was boarding, the extra cost when I was single was the same, it used to cost me extra to what I had to pay for my board.

Is it a fact that it cost you more to have your food sent from a boarding house than you were charged when boarding there?—If they sent anything it would cost me more.

They charged you more for the food?—It cost me more than I would have to pay if I was boarding there for the week. When I was boarding and not in the camp I paid 15/- a week for the board. When I used to go there on Sunday and Saturday I would not pay them 15/- while I was away. I paid them for the time I was there and the meals I had while I was in town, and the food they got for me and sent to me I would have to pay for, and the total came to more than 15/- per week.

How much more?—It would cost me 5/- or 6/- a week more.

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Using Paper Plates for Animal Pests will be



# Railway and Tramway Superannuation.

Mass Meeting of Employees.

The Bill Unanimously Approved.

## Some Interesting Speeches.

A mass meeting of all grades of railway and tramway employees was held in St. George's Hall (the large hall), on Sunday afternoon last. Over 700 men were present, representative of all grades and sections of the service, and a sprinkling of ladies. Mr. Cuthbert Brown, President of the Amalgamated Association, President of the Superannuation Committee, and Staff Representative on the Railway and Tramway Appeals Board, occupied the chair. There were also present on the platform, Mr. J. H. Catts (General Secretary), Mr. T. Flynn (Vice-president), F. Burke (General Treasurer), J. H. Stephenson (Executive Officer), and also Mr. McEvoy (Locomotive Superintendent, Eveleigh), who has taken a very prominent part in the agitation for a superannuation scheme for many years past.

Mr. Cuthbert Brown said it gave him the greatest pleasure to meet so many fellow employees to consider together one of the grandest and most liberal measures possible under the circumstances. Both the Amalgamated Society and the Superannuation Committee had been working assiduously to bring about a system of superannuation for the railway and tramway men of this State. As far back as 1903 they made representations to the Railway Commissioners, asking them what their attitude was in relation to the establishment of a scheme of superannuation for their employees. The R. and T. Superannuation Committee was formed in 1906 and he remembered touring the Northern district with Mr. Catts, and throughout the whole tour emphasised the necessity of establishing a system of superannuation. On returning to the city, he was sent for by the executive of the Superannuation Committee, consisting of Messrs. Simpson, Graham, Richardson, McEvoy, and others, and was asked by them if he was in earnest in his advocacy of that system, also if he would become a member of that Committee. He at once became a member, and later on was elected chairman, which position he held at the present time (Applause). Some time after that he introduced a deputation to the Commissioners, asking if they would consider some system of superannuation to be submitted to the men. The Commissioners asked them to submit some definite proposals which would be considered on their merits. A collection was taken up to which the staff handsomely responded. With this money tenders were called from actuaries both in and outside the State for the purpose of compiling a scheme to be submitted to the Commissioners and the staff. Mr. Brenner, an actuarial expert, was selected, and he compiled a system, which went through drastic changes and eliminations of various clauses, and was then submitted to the Railway Commissioners. That was 16 months ago. Mr. Johnson expressed himself highly gratified at the development of the scheme, stating he was pleased to receive it. Furthermore, when Mr. Johnson was appointed Chief Commissioner, one of the first questions he asked was: "Have you a superannuation scheme in the service?" and when told there was not, he expressed regret, and said, "If I can do anything in establishing a system I will." The speaker took Mr. Brenner's scheme to Mr. Johnson, who said if he could make it more liberal, especially for the older men in the service he would do so. The Committee sent deputation after deputation to the Commissioner, asking to be informed what development had taken place, and he continued to tell them it was alright, and also that he was using his best endeavours to elucidate all the problems embodied therein. Just before Mr. Johnson went to England he was again interviewed, and stated he had just handed the scheme to Mr. Wade. A few weeks later Mr. Wade was waited upon, and he stated the scheme was in his possession, and he expected soon to have an Enabling Bill before the House. The present scheme is the outcome, and as far as Mr. Wade is concerned they have every reason to believe he was in earnest and doing his best to introduce a scheme that would be unsurpassed, and which would tend to consolidate and content the service better than anything yet submitted to the staff (applause). The financial basis of the bill had been criticised by a gentleman who poses before the public as a benefactor, a temporal, moral, and political advisor to the people, and who is now taking up the cudgels on behalf of the insurance societies, by saying that the Bill is wholesale robbery. Such a position does not exist, and it shows by the criticism levelled against the scheme by this man, that he knows nothing about it (Cheers). He only wished in some instances, that the criticisms were true. The critic referred to (Rev. J. E. Carruthers) contemplates 600 men retiring from the service every year, without making any allowance for the mortality of the men who retire, and states that in a few years half a million of money will have to be taken out of the coffers of the State. They had in the Loco. service of the Metropolitan district 1,100 men. Last year 39 were dismissed or resigned the service, and 8 men retired on account of old age. If this system of superannuation had been in operation, six would have received a pension. Within 12 months, out of that six, three died, leaving three to participate in its benefits.

The speaker then read the proposed Act. In explaining the different clauses Mr. Brown cited a case of a man who has worked hard for the past six years for some scheme of superannuation, and just as the ship was in sight of harbour it sank. This man was retired, and the speaker interviewed the Chief Commissioner, who stated the retirement would be cancelled. Mr. Brown then informed the Chief Commissioner that this was only a start, and that a number more were to follow.

low, and he replied that no men would go until he knew the result of the measure.

Mr. J. H. Stephenson, Traffic Executive Officer, stated that he was elected on the first conference which sat in Wilson-street.

Mr. Hancock, a member of the General Committee, Traffic Association, from body of hall interjected: "Who put you there? Why did you leave the Traffic Association?" On account of that interjection he stood there as a free man, and he would not admit that a few years ago he would not Tramway Strike on, and stated this to stop in the Traffic Association and take advantage of the scab clauses of the Industrial Disputes Act, which the Trades and Labor Council fought the show the R. and T. men the position he stood in. The Public Service Association, who have been interfering, wanted to make the railway and tramway contributions 5 per cent. the same as theirs. They are paid their allowance on the average of the last three years' salary. Five per cent. on that basis would be equal to 1 1/2 per cent. of the railway and tramway men, and it would be found that the amount paid in pensions to each civil servant would not be less than what would be paid to three railway men. If he was a civil servant he would be satisfied with the salary without the pension. He considered the civil servants might have kept their place and allowed the railway and tramway men to bring about their own scheme. The railway and tramway men ran great risks; the only risk the civil servants ran was of poking their eyes out with the pen. The civil servants' superannuation scheme could not be financial when they retrenched young men and retired them on a pension of £3, £4, and £5 a week, and he knew cases where these pensioners were earning a salary equal to, and together with, their pensions. The Police Fund was on a basis of 4 per cent. and many were retired on a pension equal to the salary earned by them just prior to retirement. He considered the Government should support the Fund. They supported the Miners' Accident Relief Fund to the extent of 25 per cent., which called forth admiration from all. The Government were receiving royalty on coal, and it would be a good thing if they paid to the railway and tramway fund the amount received by them as royalty on coal used in the service. He considered it would be wise if the men did not ask to be retired for the first twelve months, as it would permit of a fair sum being at their disposal to commence operations with. There were about 27,000 men employed in the service at an average daily wage of 8s., or £124 16s. per annum. The total wages earned being £3,369,600; 1 1/2 per cent. on that amount is £50,544, and the suggested 3 per cent. contributed by the Government £16,848, making the total contributed to the fund £67,392 per annum. The speaker then reviewed the various clauses of the Bill.

Mr. J. H. Catts, M.P., was then called upon to address the meeting. He said it had been stated by the president that he would offer a reply to the criticisms of the superannuation scheme by the Rev. J. E. Carruthers. He, however, had not been able to prepare any complete reply to that gentleman, for the reason that no reliable data was available to him upon which to base any estimate of a dependable character. The same, however, applied to Mr. Carruthers. His criticisms had been based upon conjecture. In an article to the "Daily Telegraph," on August 4th, he stated the average salary of railway and tramway employees at £200, and made this the basis of his criticism against the scheme. On the 10th August, he discarded the £200 basis, and set down the average rate of salary at £150. Mr. Moors, ex-president of the Actuarial Society of New South Wales, in a letter to the "Daily Telegraph" on the 13th inst., based the average salary of the employees at £100. Mr. Moors, having had actuarial experience, was more cautious than the Reverend Mr. Carruthers, but it will be seen, taking the two together, that the average rate of salary had come down from £200 to £100 within a fortnight. It therefore proved, that no increase of reliable character was available to either of these gentlemen. He (Mr. Catts), had waited upon the Government Statistician with a view to securing statistical information upon which reliable estimates might be based, but found that this gentleman was busy preparing statements for the Premier, and of course, the information at his disposal was not available until after the Premier had had his report. He had every confidence in Mr. Trivett, the Government Statistician. This gentleman had had large experience as an actuary in connection with Friendly Society work, and Friendly Societies of New South Wales knew perfectly well from their own experience, that Mr. Trivett was not likely to err on the side of under-estimating when it came to the question of solvency of various funds. Mr. Trivett had a lifetime's reputation by him. He had recently been appointed to a post of considerable importance as Government Statistician, so ably filled by Mr. Coghlan as his predecessor, and he felt quite sure that Mr. Trivett was not foolish enough to risk his lifetime's reputation on a scheme, the actuarial basis of which was as flimsy and unreliable as the Rev. Mr. Carruthers sought to show. Dealing with the general question of superannuation, it has to be remembered that each superannuation proposal must be considered in relation to the class of employees to whom it applied. Railway and tramway employment was of a different character altogether to that of ordinary industry. The risks to life and limb were ever present. The Rev. Mr. Carruthers with his white hair and advancing years was at the zenith of his earnest capacity, whereas, when the railway man began to lose his physical fitness, he was called upon to undergo severe medical tests, including eye-sight and hearing tests, which weeded out all those except the specially robust. This meant that very often an engine driver, for instance, who was earning at the rate of 15s. per day, because of eyesight or hearing failure, had to accept a subordinate position with payment at perhaps 7s. 6d. per day, which was barely a living wage. Having reared his family, and expecting in the remainder of his years of service to prepare for the time when he would not be able to earn, he suddenly finds himself reduced to a bare living wage. The same applied to guards, shunters, signalmen, tramway drivers and conductors, and others in the railway and tramway service. It was agreed on all sides that these strenuous tests were necessary to safeguard the travelling public. But if these were demanded in the interests of the public safety, the public should not begrudge to provide for the victims in their declining years. As a matter of fact, the record showed that in 1909, there were 15 employees killed and 1,546 injured in the Railway Department, and 1 killed and 568 injured in the Tramway Department, making a total for that year of 16 killed and 2,114 injured. From 1901 to 1909, there were 132 employees killed in the Railway and Tramway Department, and 9,760 employees injured in those departments, making a total roughly of 10,000 killed and injured in nine years. It would be seen, therefore, that some special provision should be made for those who undertake the risk of railway and tramway employment.

## Superannuation Elsewhere.

The great railroad co-operation of the United States and England recognised that superannuation provision should be made in regard to their employees. The Bessimer and Lake Erie Railroad Co., of America, in which Mr. Andrew Carnegie was generally interested, established an endowment fund by placing £1,000,000 to the credit of its employees in 1896, to provide superannuation allowance to all employees over 60 years of age after 15 years' continuous service. The employees did not contribute in any way to this fund. The Chicago and North-western Railway Co. had established a voluntary fund in the interests of its employees to which they contributed £50,000 per annum. The Illinois Central Railway Co. had established an endowment fund to which they contributed up to a maximum of £90,000 per annum. The Oregon Railway and Navigation Co. had also established a fund from their profits in the interests of their own employees. The Pennsylvania system east and west of Pittsburgh, with 172,000 employees had established a free superannuation fund on behalf of its employees. From 1900 to 1903 the Company had paid out £400,000 in superannuation allowances, or at the rate of over £130,000 per annum. This Company provided that for all employees after an average length of service of 30 years, they should receive not less than 30 per cent. of the average wages for the 10 years preceding retirement. The Canadian Pacific Railway had endowed a superannuation fund to the extent of £60,000 per annum, with a further £20,000, if required. In Asia, the Eastern Bengal State railway system had provided a free pension after 20 years' service, equal to 1-60th (one-sixtieth) of the average salary of the employee for the last 10 years. Crossing to England, they found that the Great Central Railway had established a superannuation fund based on the contribution of 2d. per week from the employees, which provided £50 death insurance, £50 for the loss of an eye, hand, or foot, 5s. weekly if permanently disabled before reaching the retiring age, and a retirement pension up to 15s. per week according to the length of service. The Great Western Railway Co. of England paid a £ for £ subsidy to their superannuation scheme for their employees. The London and South Western Railway Co., England, with 25,000 employees, provided free a pension scheme enabling employees at 60 years of age to retire on a pension of from 5s. to 15s. per week, or at 65 on a pension from 7s. to 21s. per week, in each case according to length of service. When these great private enterprise companies, who conduct their business thoroughly for private profit, could make free provision in the one case, and heavily subsidise superannuation schemes on others, for the benefit of their employees when they could no longer earn, surely in a great State railways and tramways system where there were no profits to be paid to great capitalist directors and shareholders, there should be no apology for making adequate provision for the old age of the men who had built up this huge State monopoly, which returns such magnificent profits to the people at large.

## Railway and Tramway Surpluses.

During the last 10 years there had been a reduction on the carriage of drapery and groceries on our railways equal to about 30 per cent. Taking a distance of 200 miles for example, the rate per ton in 1899 was £5 13s. 7d. In 1909 it was £3 13s. 3d., or a reduction of £1 15s. 4d. per ton. Take wool and over the same distance of 200 miles. In 1899 the carriage on scoured wool was £3 3s. 3d. In 1909, £2 11s. 7d., a reduction of 10s. 8d. On greasy wool the rate was £2 7s. 6d. in 1899 and £2 5s. 4d. in 1909, or a reduction of 2s. 2d. per ton. Grain, which was also carried at an exceptionally low rate, was 11s. 4d. per ton in 1899 for 200 miles, and 9s. 6d. in 1909, or a reduction of 1s. 10d. per ton. In three years, from 1906 to 1909, there had been a reduction in freights and fares equal to £337 per annum, or in all, £1,000,000 in three years. There had in addition to this been rebates on the carriage of starving stock and fodder equal to £140,000 per annum, so that the total remissions of the public in these three years had amounted to fully one million and a half of money. Let us take another test, dealing now with the increase of

business and the increase of men to cope with such business. From 1895 to 1909, a period of 14 years, the passenger traffic had increased 163.37 per cent., against 161.08 per cent., the mileage 98.49 per cent., and the staff employed 76.33 per cent. The total revenue for the railway and tramway department in 1909 amounted to £6,126,015; in 1910, £6,671,283. In 1909 there was a surplus of £468,066, and in 1910, a surplus of £568,167. In addition to this, it had to be remembered, that the Railway Department had been saddled with the burden of ten millions of money invested in political lines which would not pay the cost of axle-grease. These tremendous results had been secured by the whole-hearted co-operation of the whole of the railway and tramway men. He gave all due credit to the Chief Commissioner and the heads of the department for their share of this result by their management, but the bulk of the work fell upon the shoulders of the rank and file of the servants. If the rules and regulations of the Department were strictly adhered to for 24 hours, the railway and tramway service would come to a standstill. It was the initiative and self-reliance of every member in the service, grappling from hour to hour with the tremendous business which they were called upon to handle, which made it possible for the railway and tramway service to be administered with such excellent results for the owners, who were the people of the State. The public had shared liberally in the product of the railway and tramway men's labor, and he could see no reason why the railway and tramway employees should not have their fair share of the increased efficiency and output of the railway and tramway service, for which they were so largely responsible.

Mr. Flynn then moved the following resolution: "That this mass meeting of all grades of railway and tramway employees, having considered the scheme now before Parliament, expresses its satisfaction and thanks to both the Government and Opposition for appreciating the necessity existing for some such provision to meet the special circumstances of railway and tramway employment."

Mr. McEvoy, a member of the executive of the Superannuation Fund, seconded the motion, which was carried unanimously.

There was only one dissident, who asked that a protest be entered against the clause which provided that in the event of an employee being dismissed for misconduct, he forfeit all contributions to the fund.

The chairman asked Mr. Stephenson to explain this clause.

Mr. Stephenson said he was not in accord with this clause. No doubt it would not affect more than one hundred men, and why sacrifice the bill for that hundred? It would be better to accept the bill with that clause included, and not penalise the remaining 26,900. He would look forward to the coming general election to get what they wanted. If a man was dismissed he could appeal to the Appeals Board, if dissatisfied, then to the Chief Commissioner, and then make application to the Superannuation Committee for a refund of contributions. What would the Chief Commissioner's position be as chairman of that Committee? Would the three committee-men elected by the Government be of the upper circle or what? Would the Chief Commissioner influence these three men? They must wait for the next election to have this objectionable clause struck out.

The dissident, being now convinced, joined forces with the majority.

The meeting concluded with a vote of thanks to the speakers.

## St. Peters-Camdenville P.L.L.

The fifth monthly social was held by this branch on the 10th instant in the Masonic Hall, King-street, Newtown, a record attendance being present. Miss Gleeson, of Surry Hills, the winner of the ladies guessing competition, was presented with a nice peggy bag. This innovation caused great excitement when the different results were announced. The membership of the branch is increasing at every meeting, and a special invitation is extended to all trades unionists living in this district to fall into line and become members of the league, as the branch is determined to run the full number of candidates, 12, for municipal honors at the forthcoming aldermanic elections. The branch meets on alternative Tuesdays in the Brickmakers' Office, opposite Town Hall, King-st. St. Peters, and if we don't want to have the name of "Sleepy Hollow," which was bestowed upon us years ago, it is up to trade unionists living in the district to come along and do a fair share of the organising work, and not be satisfied with just recording their votes for the Labor candidate when the election day comes round.

## What Other Women Have Found Out.

This department is purely for women, and is inaugurated so that our readers may "exchange ideas" of any helpful hint, whether it concerns the family, the kitchen, the nursery, the sewing-room, or any other part of the house.

**When You are Too Thin.**—Here are a few hints for the thin girl: Slow and thorough mastication puts food into condition for digestion. "What food shall I eat?" you ask. Beef, fish, chicken and game: all the vegetables that agree with you; cocoa, chocolate, warm milk, plenty of pure water. Deep breathing outdoors, or before an open window, and plenty of sleep, including the proverbial "beauty-sleep," will surely tip the scales more to your liking.

**Fasting for the Fat Girl.**—Fat is consumed very quickly during a fast, and for this reason fasting is not infrequently advised for the obese. During this time large quantities of hot water are taken to dispose of the waste matter thrown out. Exercise, both passive (massage) and active, also helps to reduce the "mountains of flesh." Careful diet, eliminating most sweets, fats, and starches, helps on the good work.

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A Vest? Something extra snappy in Tweed or Fancy Wool? "something, a cut above the general," a vest that looks as if you picked it yourself, and knew what you were doing. You won't match it round town at 10/6. We can please you in Sox. We can satisfy you in Ties. We can delight you in Col-lars.

10/6

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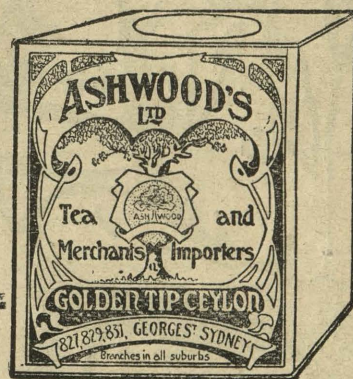
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Consult **LARBA-LESTIER,** 133 King Street, Newtown. If your days are days of torment, And your nights are those of pain, All your entire life is shrouded In a mist of ache and pain. If your words are crimson curses, Caused by pulsing toothache's throbs, Painless is my novel treatment, And the cost to you a "bob."

When in doubt about **YOUR HAT** TRY **PRIDDY,** 424 George Street, and 275 Pitt Street.



## TRAMWAY RUGBY UNION.

## Visit of a Cooma Team.

A team of footballers from Cooma ("The Cooma Rovers") visited Sydney from July 31 till August 5. They were met at McDonaldtown station, on Sunday, August 1, at 5.45 a.m., by Mr. Jas. Kirgan, president Tramway Rugby Union; Tom Vaughan, and Fred, Griffen. They were put up at the Royal Edward Hotel, Forbes and Wilson Streets, where they were splendidly looked after by the proprietress, Mrs. Doyle. They were officially welcomed by Dr. G. H. Bohrmann at his house at 11.30 a.m., after which they visited Newtown Tramway Recreation Club. In the afternoon a visit was made to H.M.S. Powerful, where the visitors were shown all over the ship. On Monday a match was played v. Combined Tramway at the Cricket Ground, No. 2. Combined Tramway won by 11 points to nil, Hanson, Coxhead, and Casey scoring tries, and Hanson converting his own try. All the Tramway boys showed out well, and very conspicuous amongst the visitors were Driscoll and Moran. On Monday night the visitors were entertained at dinner, where the usual toasts were honored. A smoke concert followed, and some real good artists appeared, amongst whom were the Condon Bros., Miller McClure, Frank Johnson, and "Scratch" O'Donnell. The dinner and smoke-o' was a great success, and much credit is due to the committee. On Tuesday morning the team had a little training at Newtown Depot Club ground. Tuesday afternoon a few of the visitors went to the Skating Rink, and at night a visit was made to light-house, where the night ended in real good style.

Wednesday morning the return match was played at Erskineville Oval, where Tramway were again winners by 18 points to 6. Although Tramway won the two matches, Cooma were far from disgraced, as their play was clean and good; but the combination of the Tramway boys was too good. After the match, Mr. Cansell (manager of team), on behalf of the visitors, presented Mr. Jas. Kirgan with a handsome silver-mounted umbrella, suitably inscribed, for the kindness shown to him in studying all the requirements of the visitors. Messrs. Geo. Neus and Coffey also spoke of Mr. Kirgan's good qualities as a sport. Mr. Kirgan suitably responded. In the afternoon the team were taken to the Pictures,

where 30 seats were reserved in the dress circle. At night they were invited to Newtown Tramway Recreation Club social.

On Thursday night the team spent the night at the Tramway Boxing Tournament, by invitation of the Boxing Tournament committee. The team left for home on Friday night, after spending a good time in the metropolis. The manager of the visitors, Mr. Curtis, Mr. Cansell, and Geo. Neus are to be complimented on the efficient manner in which they handled the team. The team are also to be congratulated on the manner in which they conducted themselves, both on and off the field. The games were clean and friendly, and the visitors behaved like gentlemen during their stay in Sydney. The best thanks of the Tramway Rugby Union are due to Messrs. Jas. Kirgan, Tom Vaughan, Fred Griffen, Bunny Burnside, A. Coxhead, and Paddy Boland.

## A Well-earned Rest.

Our Armidale correspondent writes:—Mr. J. T. A. Webb, examiner, Armidale, who has not been getting good health of late has gone off on a month's leave of absence to try and restore his health. We hope to see Mr. Webb returning after his month's holiday hale and strong, as the genuine Tom would be very much missed from amongst us. He is one of our most energetic workers in everything that is for the up-lifting of his fellow-workers, not only in the railway, but those outside. He is always ready to assist in all cases of distress, not only by his service, but by his purse. He takes a prominent part in all matters in connection with our city. He is captain of our local fire brigade, and through his ability has brought that brigade up to be one of the ablest in the State. He is also our leading ambulance instructor, and has been successful in getting a number of classes through the examination to render first aid. Mr. Webb is president of the Railway and Tramway Service Association, and the members are looking forward to see him amongst them soon again. Mr. A. Summers, who is relieving Mr. Webb, is the right man in the right place. He and his assistants are kept busy lifting and repairing rolling stock, tapping the wheels and, seeing that the air is properly connected with the guard and the driver, and that the wheels are not dry. He is getting very popular, not only with his staff, but all the employees.

## A Bounding Circulation.

## Another Big Week.

During the week since last issue the following names and addresses have been added to the "Co-operator" list through the rapidly increasing membership roll of the Amalgamated Railway and Tramway Service Association:—

James Birch, Cooma.  
Martin Cant, Cooma.  
F. Kershaw, Lithgow.  
O. T. Higgins, Bogan Gate.  
Geo. Fox, Inveralochy.  
Patrick Larkins, Alexandria.  
Wm. Galvin, North Sydney.  
Michael Ahearn, City.  
John Newman, Botany.  
J. Hughes, North Sydney.

Lyall Blackford, West Tamworth.  
A. W. Thompson, Mount Victoria.  
Albert E. T. Rowling, Medlow Bath.  
I. C. Hourm, Mount Victoria.  
Wm. Denham, Botany.  
W. C. Charlton, Narrabri West.

Wm. Cooper, Tempe.  
James Smith, Watervale.  
W. Muston, Granville.  
J. Fitzgerald, Penhurst.  
John Hyslop, Homebush.  
W. J. West, Myrtle Creek.

Thos. Wellings, Leichhardt.  
James Connor, Redfern.  
Edward Moss, Mortdale.  
John Olsen, Alexandria.  
Robert Brand, Campsie.  
G. Stinch, Auburn.

Arthur Mills, Leichhardt.  
Frank Johnson, Bellevue Hill.  
F. L. Highfield, Cullinaga.  
S. Smith, Leichhardt.  
E. Parry, Annandale.  
Joseph Barker, Redfern.

J. H. Taylor, West Tamworth.  
Mrs. J. Roberts, Bombo.  
Mrs. B. Weaver, Bombo.  
Mr. J. Larrie, Kiama.  
A. Jones, Kiama.  
D. Wallace, Kiama.

E. Nicholl, Kiama.  
W. O'Connor, Narrabri West.  
W. Vine, Narrabri West.  
Arthur Jones, Marrickville.  
Arthur E. Jones, Newtown.  
E. A. Smith, Petersham.

L. W. Peake, St. Peters.  
John O'Brien, Auburn.  
Frank Smith, Parramatta.  
Thomas Mills, Leichhardt.  
Joseph Thompson, Auburn.  
Michael O'Connor, Concord.

Harry Smith, Burwood.  
T. Hagan, Mittagong.  
M. Butler, City.  
Millican, Redfern.  
A. Chapman, Lue.  
T. J. Irwin, Rylstone.

F. Beamey, Capetee.  
L. Smith, Wimbeldon.  
R. Fitzgerald, Eskbank.  
Lachlan McMillan, Perthville.  
Ernest T. Devine, Ravensworth.  
C. Stevens, Fish River.

J. Butt, Fish River.  
Chas. Hyde, Manilla.  
G. Sorrell, Arncliffe.  
T. Blanch, Manilla.  
Wm. Douglas, West Tamworth.  
H. Beavis, West Tamworth.

Edward Timmins, Attunga.  
H. Ward, Armidale.  
C. Welsh, Pictou.  
D. McDonald, Wallendbeen.  
A. Neave, Bell.  
C. R. Hughes, Bell.

D. Pantou, Narrabri West.  
H. Chapman, Brewongle.

Geo. Smith, Surry Hills.  
F. McCarthy, Narrabri.  
M. Reilly, Vale.  
T. Wright, Narrabri.  
H. McInnes, Pictou.  
W. A. Baker, Pictou.

Monaghan, Pictou.  
F. Ryder, Upper Pictou.  
A. J. Gillard, Pictou.  
Patrick Hogan, Mittagong.  
D. Davice, Petersham.  
A. Baker, City.

A. Mitchell, Paddington.  
F. Briston, Alexandria.  
O. Douglas, City.  
Thos. Wilmot, Coolalie.  
John H. Heard, Erskineville.  
William Haynes, Dwyer's Gates.

Mrs. E. Twyford, Royalla.  
Geo. Barry, Bangalore.  
Wm. Gregg, Bredbo.  
Mrs. E. Brogan, Bunyan.  
John Huggett, Cooma.  
Mrs. Geo. Feney, Williamsdale.

Mrs. M. Wallas, Royalla.  
W. Ailport, Ardglan.  
A. Sinclair, Ardglan.  
C. Penrose, Murrumbidgee.  
Mr. Mullins, Murrumbidgee.  
C. Hungerford, Willow Tree.

F. J. Broderick, Muswellbrook.  
G. D. Edwards, Willow Tree.  
A. Drew, Marrickville.  
Oscar Higgins, Bogan Gate.  
E. Cutting, Yarrabandi.  
Burke, Forbes.

F. Yabsley, Monteagle.  
W. J. Neylon, Young.  
Wm. Simmons, Carcoar.  
Owen McGrath, Mandurama.  
Charles Gallagher, Chippendale.  
A. N. Blecker, Dundee.

R. Ponsberry, Harden.  
A. Liddan, Harden.  
W. H. Bond, Colona.  
E. C. Nesbit, Marrickville.  
A. C. Murray, Wagonbar.  
W. Evans, Harden.

R. Elliott, Harden.  
W. Mason, Harden.  
Mrs. McGrath, Mandurama.  
W. G. Green, Rhodes.  
John Langford, Hamilton.  
James Graeves, Lismore.

Mr. T. Marshall, Corralim.  
Mr. J. Malone, Cathulard.  
A. B. Gilbertson, Erskineville.  
Charles Wright, Coblar Line.  
John McMahon, Coblar Line.  
E. White, Mullengudgerry.

A. T. Roberts, Belarling.  
Thomas Genson, Culcairn.  
Charles Batten, Longreach.  
Harold Twyford, Cootamundra.  
P. C. Watson, Cootamundra.  
T. Webb, Byron Bay.

P. Healey, Blacktown.  
Thomas Jarrett, Botany.  
William Bergan, Rozelle.  
Jas. Quinn, Marrickville.  
Jos. Madden, North Sydney.  
John C. Gannon, Waverley.

Robert Messel, Double Bay.  
William Mewburn, Dulwich Hill.  
James Gomey, Paddington.  
John A. Godfrey, Leichhardt.  
Richard Bourke, Redfern.  
Robert Tidyman, Woolahra.

Patrick Glynn, Randwick.  
Mark Edwards, Five Dock.  
Samuel Kirchner, Ashfield.  
William Tucker, City.  
John Quigley, North Botany.  
James Berry, North Sydney.

John Gorman, Leichhardt.  
Mr. Dickenson, Wingen.  
R. Edwards, Ardglan.

tralian Labor Federation has for many years only had the support of a total of 13,000 unionists. It appears now, however, as though the whole Trade Union movement of Queensland, will fall into line. The A.L.F. is an advanced scheme of industrial unionism, with the various industrial units federated on a State basis. We shall follow with interest the outcome of the conference proceedings.

**The Queensland "Worker."**  
The Brisbane "Worker" is recognised as being an advanced, ably-edited exponent of the interests of the toiling masses. It has printed powerful leading articles week after week, in advocacy of industrial unionism. Here are some extracts from its leader of August 6th:—

The trade unions unquestionably pioneered the way for the political action of the working class in Australia.

Even yet they supplied the Labor party with its highest incentives and its militant spirit, but in other respects, particularly in the supreme matter of organisation, the unions have failed to keep pace with the movement they set going.

Every unionist who is in the movement because he loves it, and perceives in it the promise of working-class salvation is ardently desirous of breaking down the old trade barriers, and forming the present unions into one great union irrespective of all distinctions of craft or calling.

What does it matter whether men are bootmakers, or butchers, or bricklayers, or wharf-laborers, or cane-cutters, or shearers, or miners, or bank clerks?

They are the injustices of the same system of exploitation, their interests identical, their expectations of better things based alike upon such a social revolution as will secure to every man who renders honest service to society the full result of his industry.

That they should divide their strength in separate trade unions, instead of combining as workers with a common object, and marching forward as one Grand Army of labor, is a feature of the industrial movement that has not only retarded its progress, but time after time has brought disaster and bitter humiliation upon it.

At present, between many of the unions there is absolutely no connecting link of any kind. Each one lives and moves and has its being in a little world of its own, encircled

## Another Station Officers' Branch.

## Metropolitan District.

## Successful Inauguration.

In response to a petition signed by station-masters, night-officers, and clerical staff of the Traffic Department in the Metropolitan Division, a meeting was convened by the Amalgamated Association in St. George's Hall, Newtown, on Friday evening last. There was a fair attendance of members.

Mr. Joseph Cunningham (councillor) occupied the chair, and there were also present Mr. J. H. Catts (General Secretary), and Mr. J. H. Stephenson (Executive Officer).

It was resolved on the motion of Mr. Cuneo (S.M., Macdonaldtown), seconded by Mr. H. E. Chin (Night-officer, Canterbury), that a Metropolitan Officers' Branch of the Amalgamated Association be formed. Mr. Fitzjohn (S.M., Fern Hill) was elected President, on the motion of Mr. Newell (S.M., Marrickville), seconded by Mr. Cuneo.

Mr. H. Newell was elected secretary upon the motion of Mr. Chin, seconded by Mr. Moore (Night-officer, Newtown). It was resolved to leave the appointment of collectors over until the next meeting. The Branch is to meet monthly on the first Friday in the month at the Railway Institute. Members are to be summoned to the next meeting by the secretary.

Mr. Catts and Mr. Stephenson addressed the meeting at some length regarding the desirability of the whole of the Railway and Tramway employees joining hands in one great brotherhood under the constitution of the Amalgamated Association.

He pointed out that an application had been made by the Council of the Association for a wages board to cover station-masters, night-officers, and other clerical officers of the Traffic Department. The Head Office of the Association was busy drafting a set of claims from suggestions which had been sent in from various quarters. As soon as these were sufficiently advanced they would be referred to each of the Branches of Officers under the Amalgamated Association, who would be asked to appoint a special committee representative of a special committee of station-masters, to each deal with those portions of the claims affecting them. These committees would report to the Council of the Association, and it may be that special representatives from each of the officers' branches would be asked to meet for a day to thoroughly revise these claims before lodging with the board. At the conclusion of the addresses, the question was asked: "Suppose a porter and a station-master, both members of the Association, came into conflict. For instance, if the station-master suspended the por-

ter and an appeal board eventuated, whose cause would the Association take up?" The General Secretary in reply said that this was one of those hypothetical cases which they often met in propaganda meetings. The same question might be applied to the Locomotive Society, who enrolled as members engine-drivers and firemen.

The engine-driver was in charge of the engine, and it may be necessary for him to report his fireman for inattention to duty and bring about his dismissal. Whose cause would the Locomotive Society take up? Again, take the new Officers' Association which had been under notice of late. This Association provided for station-masters and night-officers. It may be necessary for the station-master to suspend the night-officer for some misconduct or other. Whose cause would the new Officers' Association take up? Take the Railway Traffic Employees' Association, who accepted as members guards and assistant guards. The guard was in charge of the train and may be compelled to report the assistant guard for lack of attention to his duty. Whose cause would the Railway Traffic Employees' Association take up?

If the proposition thus advanced was followed to its logical conclusion, it would mean a separate union for every grade in the Railway and Tramways Department, which was absurd and impossible. Now, the Amalgamated Association would deal with a question of this kind in the following manner—The merits of the case would be gone into. The Association does not exist to defend wrong-doing. If one member was entirely wrong and the other entirely right, the Association would stand by the man who was right. If both were to blame, the Association would provide representation for both members so that each would have his case impartially represented by means of the Association. As a matter of fact, this had happened on several occasions. To give one instance recently: an employee was killed in the Eveleigh workshops. Being a member of the Association, his widow was represented at the Coroner's Court by the General Secretary. The driver of the steam crane in the shops which had run over the deceased member also being a member of the Association, a solicitor was engaged to watch his interests at the Coroner's Court.

The members present expressed themselves as thoroughly satisfied with the reply. After a general conversation in which quite a number of those present related their experiences of railway work a very pleasant and profitable meeting came to an end.

by a wall of pettifogging trade interests and jealousies, over which it can see little or nothing of what is going on in the great world outside.

One thing we do most earnestly trust that the recommendations of the congress, whatever they are, will not be permitted to rest at that stage, to be covered with the dust that gathers with the years upon all official reports, and finally sink into the limbo of good intentions.

Again on August 13th, the "Worker" returned to the attack, and emphasises again the futility and polishiness of sectional aloofness:—

Every day it is becoming more clearly manifest that sectional unionism is as out of date as the stone implements of the cavemen.

This is not time for the mincing of words. The sectional unions of Queensland are not doing their duty by the universal Labor movement. What right have they to look for protection if they will not take a single step forward themselves?

Their present form of organisation belongs to a dead and putrefying past. It is but one stage ahead of the utter selfishness of individualism. The sectional union is the non-unionist among unions.

In the days when handicrafts flourished, before machinery thrust aside the workman owning his own tools, and factory methods of production were unknown or in their infancy sectional unionism served the highest purpose of progress.

At the end of the first decade of the 20th century it limps in the rear. Instead of striding proudly in the van, an inspiring example to all who hesitate to press ahead, fearing the dangers of an unknown road; instead of being the pioneer, the track hewer, it is a drag upon the Movement, an impediment on the way.

Here is the opportunity to remove this reproach. Craft unionism has not an intelligent defender in its own ranks. On all side you hear it condemned by those who are nevertheless part and parcel of it.

One would think the "Worker" had had experiences of a disappointing character. It is so easy to talk and so very different to carry out good intentions when vested interests begin to show their head. This has been the case in each State in Australia when closer unity has been attempted. The "Worker" concludes thus:—

But for our part we are not interested in what the unions will say, but in what the unions will do. We do earnestly hope that the Trades Unionists of the Northern State will rise to their opportunities, and lead the way to a more logical and complete scheme of organisation of our industrial forces, so urgently desirable throughout the length and breadth of Australia.

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# Correspondence.

## The Washing Sheds' Rot.

To the Editor.

Sir,—Re your remarks in the "Co-operator" re telephone boys promoted to washing sheds, and it being the primary causes of rheumatism and other infectious diseases, owing to the damp nature of work performed in them. I would like to add my quota to the unhealthy state of same. In the Western washing sheds all mail trains are cleaned and washed down, and the excreta from the lavatories of the carriages are washed down into the pits underneath, where it is allowed to lay for hours, and often for days. It is then swept with a broom (no thought of hosing down with water and disinfectants), and the consequence is the brick floor is slimy, and must be unhealthy for the men who have to work in these pits at the undergear of these carriages. I am sure if you were to give this a personal inspection you would think the men are very tolerant indeed to continue working in such an unhealthy atmosphere. If this were brought under the notice of the proper authorities, it would be the means of rectifying this disgraceful condition of things.—Yours, etc.,  
TYHUS.

## Country Examiners.

To the Editor.

Sir,—Country examiners did not give evidence before the Wages Board owing to a misunderstanding. We are very much annoyed about our hours (inside the twelve), as we find that it is impracticable to examiners, and work trains, especially when following up anything wrong, inside the strict 12 hours, which is definitely stated, and adhered to. We desire also, as we live in Sydney, to finish our work arriving at Sydney Saturday morning, each week, and starting out on Monday night. Under the present conditions we arrive in Sydney Sunday morning, and only have one day in Sydney instead of two days, as before.—Yours, etc.,  
EXAMINER.

[These examiners should place their case before the branch they belong to, and have it thoroughly reported on to the Council.—Ed.]

## "Poor, Ragged S.M."

To the Editor.

Sir,—Your valuable space is wanted, I know, for something of more importance than controversy; but just a few lines reply to "A Brother in Distress." He invites me to peruse S.M.'s salaries in your issue of August 4th. Very well. On the basis of £160 per annum we will take last month's earnings of both a S.M. and a fettler. S.M. receives 8/7 per diem of 10 hours, equal to 10 3/10th per hour, and a sis the case in every country station (excepting the large depot stations, where there is a large staff to do the work), he has to work about 10 hours to do his accounts, for which he receives nothing. The fettler receives 7/6 per diem of 8 hours, equal to 11 1/4d. per hour, and overtime if he has to work. Comparisons are odious; but there is a difference between the responsibilities of a S.M. and a fettler. I number amongst the fettlers some of my best friends, so that what is written is entirely without prejudice. It was not a question of being dissatisfied with my position. It is a question of whether the S.M. or N.O. receives a fair remuneration for services rendered. A porter of three years' service receiving 7/6 a day, if he wishes to be promoted to an officer's position, has to qualify by an examination in safe working and accounts, and then lose 10d. a day, and works two hours a day longer, because he wishes to rise. Rotten, is it not? I sincerely hope that every S.M. and N.O. will join the branch of the A.R. and T. Association formed for their benefit, and do their utmost when the time comes at the Wages Board to alter this existing state of affairs.—Yours, etc.,  
RAGGED S.M.

[We trust no contention will arise between brothers of one family. Amalgamated members are banded together to help each other, whether stationmasters or fettlers.—Ed.]

## Officers' Classification.

An S.M.'s Suggestion.

(To the Editor.)

Sir,—In response to your request I herewith submit a few suggestions, etc., on your proposed classification scheme for officers, so far as S.M.'s are effected.

No. 5.—Station Masters and Officers-in-Charge.—All railway station to be graded into six classes only, not ten. I consider requirements of all concerned would be more fairly met by six classes, lowest grade stations being not ten grades less than highest, for obvious reasons.

Grade	Min. Salary	Max. Salary
1	£150 p.a.	£500 p.a.
2	£200 p.a.	£440 p.a.
3	£230 p.a.	£380 p.a.
4	£270 p.a.	£320 p.a.
5	£210 p.a.	£260 p.a.
6	£150 p.a.	£200 p.a.

These salaries in addition to quarters now allowed. The increased rate is absolutely necessary to be on the same footing as years ago to meet the admittedly increased cost of living to what had obtained up to recent years.

No. 8.—Increments of £10 p.a. to be paid until maximum is reached.—A very desirable improvement.

General Conditions: 9.—Officers relieving higher grades to be paid same rates as officer relieved. Desirable and considered generally approved.

10.—Promotion according to seniority. Desirable and considered generally approved.

11.—All vacancies to be published in weekly notice, ditto.

12.—Six days to constitute a week's work.—Desirable and considered generally approved.

13.—Officers working Sundays or holidays to be allowed additional holidays in lieu thereof.—I would suggest

adding the words after "in lieu thereof," such time to be included on annual pass. This is not now the case.

14.—That postal work be paid for in addition to railway salary.—A long standing and glaring injustice. I have record of redress being promised by Federal Labor Government, 1904.

15.—Same arrangement to apply to salaried staff in regard to punishments as provided for in tramway traffic award.

16.—Other general conditions to remain unaltered. I would add after "altered," and "privileges undisturbed."

17.—(Additional)—Officers over 200 miles distance from Sydney to be granted extra living allowance, as now obtains in the case of postal officers, under what is supposed to be the worst managed department.

Yours faithfully,  
STATIONMASTER.

## A Reply to Inspector Roberts.

To the Editor.

Sir,—In your issue of the 11th inst., Inspector Roberts, giving evidence before the Per. Way Wages Board, is reported to have said: "Any ordinary, intelligent laborer could thoroughly qualify for a fettler's position in from three to six months." Inspector Roberts knows a trick worth two of making permanent fettlers out of men with such limited experience. As far as the metropolitan district, over which he presides, is concerned, the men are carefully selected from country gangs, and only efficient workmen, on the recommendation of the gangers, are chosen. As a rule they serve at least twelve months in the gangs referred to, and are then placed in the permanent extra gang and worked at high pressure in a net work of roads, on which there are fast trains every few minutes. They are immediately under Inspector Roberts' supervision, and only those who prove themselves first class workmen, and show adaptability, are made permanent. Their accumulated service is never less than two or three years, and frequently from three to six years. Inspector Roberts cannot show where he has made permanent fettlers of employees with from three to six months' service. I challenge him to show where any man on his merits has been made a permanent fettler during the last five years, with less than two years' accumulated service in his own division. He classed such men as 5 per cent. better than the old hands, but failed to explain why they were obliged to work for 12 months, after being made permanent, for 7 1/2 per cent. less wages than the men he considers 5 per cent. their inferiors.

As to the danger of the work and consequent nervous strain, he had never heard fettlers or gangers complain. We have only to look up the number of deaths and incapacitations that occurs to fettlers through injuries received in the execution of their duty, to prove our case. Inspector Roberts was run down by a train on the Mud-ree line a few months ago, which laid him up for several weeks. I venture to say his nerves are somewhat strained since that unfortunate accident while riding his motor bicycle. Sub-Inspector Dewes collided with an engine in Penrith two years ago, which laid him up for five or six months, and almost permanently disabled him. Gangers and fettlers could be quoted to further orders. Suffice to say that every time a fettler or ganger runs his length his life is endangered to such an extent that his nerves are strung to the highest pitch watching both ways for trains, not knowing the moment one will round a curve and dash him to pieces. The fact that there are no trains due does not protect him. The instructions specifically state that trains may run any time without notice (which they frequently do), and fettlers must be continually on the look out.

"He would not class fettlers lazy, but a number of them were indolent." Surely, here is a distinction without a difference! "The indolent ones were mostly old hands with from 20 to 25 years' service!" Surely a man after giving 20 to 25 years of the best of his life to the State is worthy of a little consideration, and should not be disparaged because he is unable to rush about like a boy; but for constant work he is all there. Why should his feelings be hurt by one who has risen from his ranks in his feverish endeavor to defeat the just claims of the fettlers? The poor, abused fettlers are living in a state of semi-starvation and semi-nakedness; a very large percentage of them are in financial difficulties, and are only able to obtain limited food and limited clothes for themselves and families. Fruit, lollies, amusements, and many articles of food necessary to their well-being, are beyond their reach. Yet every effort is being made to defeat their claims by the best brains and best information that unlimited money can buy.—Yours, etc.,  
A FETTLER.

(To the Editor.)

Sir,—I crave space through your valuable columns for a few lines in reference to Inspector Roberts' evidence at the Per. Way Wages Board, which appears in your issue of "Co-operator" of 11th, in which he states an ordinary intelligent laborer would qualify for a fettler in from 3 to 6 months. Well, he might, so far as taking a few nips out of a road goes, but he may be 3 years fettling without gaining a knowledge of fettling in the true sense of the word, for he would have to learn to lift a road for a long distance; to curve rails, or straighten them (mainly with a jim crow), keep his road to proper gauge, give his curves proper super-elevation; care his points and crossings, and adjust them when out of order, and keep his road properly lined up. He states wedding is not hard work. I differ with him there, as when wedding you are in a continuous stooping position, picking weeds with

your fingers after loosening them with your weeder, which is very trying on the back, and very sore on the fingers causing them to bleed at times when working in the ballast. He never saw gangers or fettlers killing themselves with work. As a matter of fact, he has not had the experience of a fettler, inasmuch as he went from nipper to extra ganger, therefore, he is no practical authority as to the hard work part of it. Now with the undermaning of the length. When Inspector Roberts took up his present position the lengths were reduced by one man each, thereby leaving a number of them, as he admits, undermanned. I must say this admission of undermanning is courting grave disaster, and inviting an accident as great and awful as that which has brought death and misery to so many homes in Victoria. But God forbid it shall ever happen here. At the same time, undermanning is courting it. A fettler's work on a length is the most responsible position under the Commissioners, for without the road is in good order the lives of the public are not safe. He also says the men have not complained. Well, some have complained to their sub-Inspector about too much work, and got the reply: "You know what to do." Presumably that means: "Leave and let another take your place." He also admits Sydney yardmen have too much work. Just fancy a Sydney yardman having too much work for the men. He says that can be "not over by making 2 gangs of the 8 men, and adding another ganger." Presumably to grind a bit more out of the already overworked men. As to the nervous strain Inspector Roberts must also be aware of men being brought into the suburban fettling, and who have asked to be removed out again on account of the fast traffic. Is this not a nervous strain on a man? Sir, I fear I am encroaching too much on your valuable space, but trust some abler pen than mine will take up this injustice to the Per. Way men, and also for the safe travelling of the public.

Yours, etc.,  
PUT IT UNDER THE SHOULDER.

## BRANCH MEETINGS

(Continued from page 3)

### June.

The monthly meeting of this branch was held in St. Luke's Hall on Saturday night, August 13th, 1910. Mr. Thos. Murray, president in the chair, and there was a good attendance of members. It was resolved that a clearance be granted to Mr. W. J. Curran to Cootamundra branch. A letter was received from the secretary No. 2 branch, asking our co-operation in forming a safe-working class. Resolved that a safe-working class be formed if satisfactory arrangements can be made. The following new members were proposed by Mr. E. Pacey and admitted to the branch: A. Willing, G. Gillies, Jas. Gardner, Thos. Lidden, C. A. Stinson, E. Longmore. The witnesses' expenses for attending Per. Way Wages Board were passed for payment. On behalf of the branch the secretary tenders their sincere thanks to all Per. Way men who so generously subscribed their shilling towards defraying the witnesses' expenses attending the board.

### Nyngan.

The branch held its monthly meeting Wednesday night, 12th inst., and the fact must be recorded that there was quite a fair muster, and it is to be hoped that the same thing will often occur. Mr. McLennan was voted to the chair, the branch president (Mr. Wessell) being away on ambulance duties. Re subscription lists in aid of J. H. Stephenson. It was resolved to circulate it out west, by asking Messrs. Wessell and Bell to carry it through on their rounds. A fair sum was subscribed in the room. Several clearances were dealt with, and three visiting members now stationed at Nyngan asked for their clearances to be procured by the secretary.

# Only Three More Days! Genuine Reductions of 25 to 50 per cent

## TROUSERS

5/6, 5/11 Working Trousers, 3/11

All 7/6 Good Quality Trousers, Now 5/11  
Well-tailored Trousers in latest patterns and assorted fabrics. Regularly 7/6. Oddment Sale Price 5/11

8/6 and 9/6 Trousers, Now 6/11

Quality Cloths in 45 Patterns of English Worsteds, Scotch Tweeds, Fancy Mixtures, Indigo Serges. Cut in Latest Medium Style, form-fitting over boot. One hip, two side pockets. Regular Price, 8/6, 9/6. Sale Price 6/11

10 6 Tailor-Made Trousers, now 8/3

Fine Dressy Trousers in 75 Recent Patterns and All-wool Fabrics. In 1/4, 1/2, and intermediate sizes. Equal to tailor-made. Usually 10/6 and 11/6. 8/3

12/6, 13/6 and 14 6 SPECIAL TAILOR-MADE TROUSERS, NOW 10/3

14/6, 15/6 Black Dress Trousers, 10/11

## Great Straw Hat Bargain

3 6, 4/- Straw Boaters, now 1/6 1/2

Not out-of-date shapes but all New Models, such as the Deep Block Edge in 1/2 in. and 1 in. brims, also the narrow Curl Edge Models, Medium and Narrow Roll Edge Styles, Silk Lined, Good Leathers and Pure Silk Trimmings. Spick and span newest fashion White Satin Straw Boaters. Regularly 3/6, 4/-. Sale only 1/6 1/2

21/- Overcoats, all sizes, 10/11.

25/-, 35/- Overcoats, all sizes, 19/11

All 35/-, and 40/- OVERCOATS, now 22/11. (sizes 5 to 8 only).

37 6 Raglan Showerproof, 27/9. (In All Sizes).

American Celluloid Collars, 8 1/2 d.

The famous Interlined Celluloid Collars, sold everywhere at the standard price of 10d. Made by the Celluloid Collar Factory, Standard Shapes, including the Savoy, Claremont, Waldorf, Navarre. Full stock to meet all demands. 8 1/2 d

## Sample Line of Fashion Shirts

Good Quality, Sale Price, 1/11

Good Value at 3/6. Good quality Zephyrs and Percalines, in advance patterns. Varying colors of Black, Blue, Helo, Violet, Purple on White and Semi-toned Grounds, full length, with heavy, pure white linen neck bands and four-ply cuffs. All sizes, now 1/11

4/6, 5/6 Ceylonette Shirts, 3/2

20 dozen, in all sizes, broken range of patterns. Fashioned in two styles, collar attached or white linen bands. Greys, Greens, Browns and Dark Tones predominate, in Checks, Stripes, and Inter-lines. Double sewn wearing parts. 3/2

2/11 Merino Singlets, 1/6 1/2

5/6, 5/11 Crimean Shirts, now 4/-

6/6, 7/6, Crimean Shirts, now 5/3.

## Ready-for-Service Suits

40/- 42/- Suits, Now 27/9

(Sizes: 5, 6, 7, Only.)

The greatest and best bargains of the year. 3 latest styles, newest fabric and colors, including good assortment of Medium-weight Suits. Just the thing or Spring wear Sizes 5 to 7 only. Usually 40/-, 42/- 27/9

37/6 Ready-to-Wear Suits, 31/-

Made in three latest styles, with Non-breaking Fronts Long Roll Medium, or Flat-set Lapel Collars, Plain or Vent Backs, Shape-retaining Fronts, Broad, Athletic Shoulders, I curved or Semi-fitting Waists, Draped or Semi-fitting Trousers, Hip Pocket. In smart patterned English and Australian Tweeds, Worsteds Serges, Vergerettes, Silk Mixture Cloths. 1/4, 1/2 and Ordinary sizes. 31/-

45/- High Grade Suits, all sizes, 36 9

55/-, 63/- Tailor-made, Ready-for-Service Suits, all sizes, 47/6.

9d & 1/- Fancy Half Hose, 5 1/2 d.

Fine Fancy Lisle Thread Hose. 40 dozen only in Circular, Vertical and Bias Stripes Tartans, and Color Combinations or Plain and Toned, on Black Grounds. 2/6 1/2 doz. or 5 1/2

1/6 Fancy Half Hose, 10 1/2 d.

1/11 All-Wool Cashmere Socks, 1/6

## FANCY VEST Special

10/6 and 12/6 Fancy Vests, 6/11

The styles are Panelled, Bound or Unbound Edges, with bound or fancy welted pockets to match. Regularly priced at 10/6 and 11/6; also our 12/6 line of English Fleecy Colored Vests, with woven panelled edges and pockets. Good range of French Flannels, Fancy Cheviots, and Fancy Colored Wools. 95 designs. Regularly 10/6, 11/6, and 12/6, now 6/11

5/6 Hard Hats, Now 3/9

All 9/6 Fur Felt Hard Hats, 6 8

Full sample stock of a famous English maker, including smart, small shapes, curl and flat set brims, satin linings, silk trimmings. Light weight, usually 9/6. During Sale Time, 6/8

4/6, 5/6 New Style Lounge Hats, 2/11

Six doz. Telescope and American Lounge Soft Hats, Latest Medium and Narrow Brims, bound silk edges. In greys only. Regularly 4/6 and 5/6; now 2/11

6/6 American Lounge Hats, 4/11

12/6 Carrick's Lounge Hats, now 9/6

The English maker's name, "Carrick," stamps this offer as a genuine one. There are four dozen only in recent unbound, Lounge, or Telescope Shapes, fine leathers and silk trimmings; Green and Grey shades only 9/6

12/6 Borsalino Silk-Lined Lounge Hats, 9/11

Up-to-date Models in all the latest colorings of Light and Dark Fawn, Slate, Black, Green, Blue, and Grey. Newest advance styles of Lounge, Adaptive, and Telescope. Finest silk lined. All sizes. A convincing bargain of standard Hats. Regularly 12/6, now 9/11

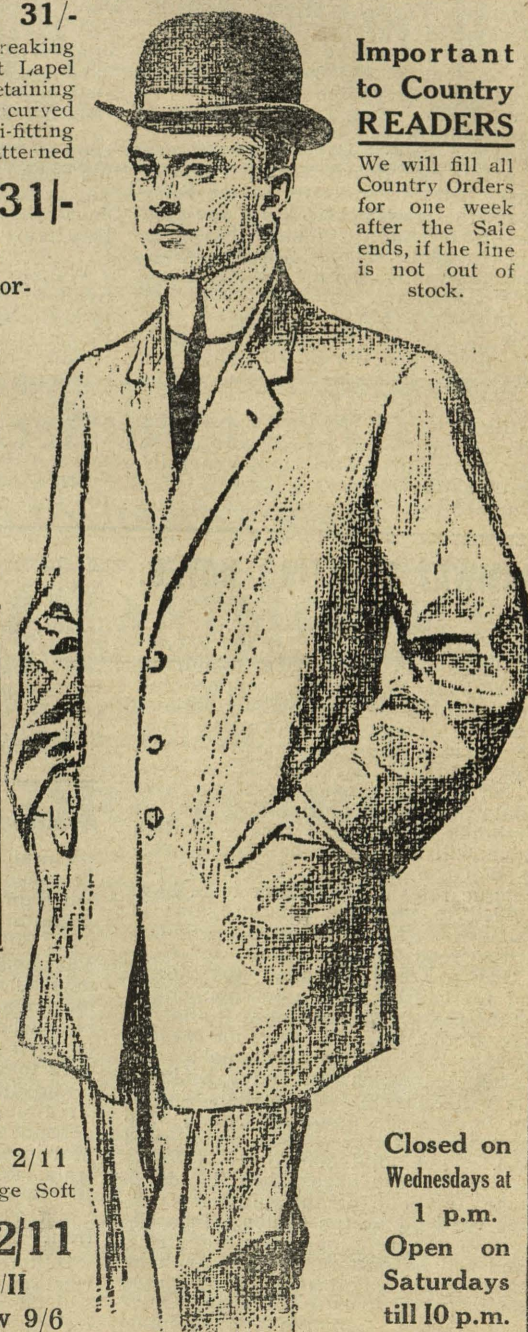
1/6 Broad-ended Ties, 10 1/2 d.

All 2/- Fashionable Neckwear, 1/4 1/2

## Oddment Sale ends Saturday 20th August

### Important to Country READERS

We will fill all Country Orders for one week after the Sale ends, if the line is not out of stock.



Closed on Wednesdays at 1 p.m.  
Open on Saturdays till 10 p.m.

## FREE Tailoring Offer

Closes Saturday, August 20th

Your last chance to get FREE Trousers or Fancy Vest with every to-measure Suit at 50/-, 63/-, 70/-, 75/-, 84/-, and 90/-. Send for Free Patterns, Style Book, Self Measure Chart and Tape. All Country Orders filled which arrive within ONE WEEK from closing date—SATURDAY, 20th AUGUST

# F. J. Palmer & Son

MODERN TAILORS, MENS OUTFITTERS

QUALITY CORNER PITT & PARK STS

726-723 GEORGE ST. HAYMARKET, SYDNEY

Thirteen new members were proposed and accepted, and after further discussion on correspondence and other matters, the meeting closed with a vote of thanks to acting chairman, Will Nyngan branch members, who have not yet got the new rule books, please write the secretary.

## A GOOD SUGGESTION.

(To the Editor.)

Sir,—A few of your papers have been circulated at different times through the camps of the men working on deviations and duplications, now being carried out by the Railway Commissioners. I saw in one issue a small par headed "Busy week for organiser W. S. Thompson." Now, this gentleman was instrumental in forming and bringing into existence the Railway Workers and General Laborers' Union some ten years ago, at the Clarence siding; Western Line. He then advocated that reports of all meetings should be published in the "Worker," the Union to guarantee each member a copy in return for his yearly subscription. Your paper was not then in existence. Could not this be done now, so that our members could know what is being done at the Head Office? Why not let Mr. Thompson have a week or two amongst the men on the deviations, or better, perhaps, Mr. Catts could arrange for meetings amongst the men where there are, say, 100 or 200 working. I am sure it would be in the best interests of the men to have some large or-

ganisation behind them, with a weekly paper circulating, in which our grievances could be made known, and not be going on in the slipshod, haphazard manner we have for the past two years. The only information we can get is when one of the organisers drifts along, or a man has left the Clarence siding and comes to work in one of the gangs. Yours being a railway paper, published weekly, containing all the latest railway news, seems to appeal to the men. More especially is this the case with the evidence in connection with the present Wages Board which is dealing with the conditions under which we are working. I hope you will excuse me for trespassing on your space, but I feel that something will have to be done, and a lot different to what the Union work has been done for the past two years, if we are to derive any benefit for the contributions we have paid. Five months ago letters were forwarded by some of my mates to headquarters at Clarence Siding, and no answer has been received to them yet. Copies of the balance sheets were forwarded to "Truth," but no satisfaction came out of that, and now, on behalf of myself and

mates, I send this appeal to you, hoping that you yourself will take the matter in hand, or let your organiser come among the men working on the deviation and duplication works, and enlist members for the only association that is fully representing all the employees working for the Railway Commissioners.—Yours, etc.,  
EDWARD O'BRIEN.  
Teralba.

Hamilton asks: Is this the way to teach truthfulness in the service? An inexperienced lad is sent to put the new lamps out in shed; receives no instructions how to proceed; breaks a globe; no one saw him break it; he immediately reports it, and in turn gets reported and gets a formal notice reprimanding him. This is not the sort of treatment one would get in a private firm.

## Always Give Measurements.

I am glad the belt fitted you. I was able to send the correct size as you gave the measurement when sending for it. I sent a nice black kid folded belt, with a smart buckle.

## HAVE YOU READ

"Town Shopper's" talk to "Dads" & "Mums?"

Page 4 in "How to increase your Wages."



