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VOL. VI., No. 17.

Business Address See Page 4.

THURSDAY, AUGUST 18, 1910.

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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. 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 en route is the cause ascribed. Cutcliffe only won by a wheel from Clayton, and a length from Finlay. It was a wildly exciting finish.

How all of our local fight promoters expect to make the game pay next months is a mystery. Only the occasion MacInstoush's Stadium will be reopened, the Gaiety will be competing also the W aterloo 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 Maorilander.

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-food by 35 to 5, and Balmain, highly elated, found that they had castigated North Sydney by 16 to 12. The Balmaniacs expected a run-away victory on the occasion, but had to play like so many fiends to even win.

pying pride of position on the escut-cheon. They bowled Manly over like cheon. 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 Unijohnnies 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

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 as 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.

the statement that Jeffries was led out of the ring weeping bitterly. Yah, fancy the big gazoh! Why couldn't he take his walloning like a man? Had Johnson been walloped 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."

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 bronchitic from 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

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 mrst 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 Beaurepaire. He has consistently downed 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 be continue to prosper. 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 concensus and doubless covered opinions were that he was sufbobs but 5ft. 10in. up into the atmosphere. This scribe has still a hot fancy for the Maorilander.

* * *

After a triumphal run, Newtown Rugby Leagueites met their Waterloo at the feet of South Sydney on Saturday, 15 to 8 being the notches after a fast, hard tackling exhibition. Baby Annandale is still the admiration and the still the still the admiration and the still 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 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 just justify the public's faith and belief in him, for Patrick is a pretty tough and clever specimen. clever specimen.

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 Unijohnnies 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

Latest files from America confirm

Latest files from America confirm

Latest files from America confirm the statement that Jeffries was led out

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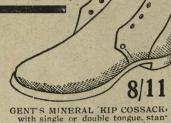
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Alleged Humor.

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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 hasnt one!"

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

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 guid 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 "our sister a long way off and have her all to myself, where you won't see her any more." you won't see her any more."
"No-neally?" gasped, the young-

ster.
"Yes, I am," said Joseph. "What do you think of it?"
The brother-in-law-to-be considered

"We-ell," 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

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

"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 all sair her the house?"

Mr. Sharp (anxiously sniffing)

"Whatever is the matter, my dear "Mrs. Sharp: "Why, the roof, of course!"

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

American Tourist: "We'll and

Scots cabby 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 Cabby: "Mon, do yer no read yer bible?"

With a terrified look on his face, pa-With a terrified look on his face, paterfamilias 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 sha'n'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.

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 varn with a fellow passenger, so I thought I'd open up a conversation. I began: "This is

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 cross a stick across across, or stick a cross across a cross, or cross a cross across a cross across a cross across a stick, or stick a stick across a cross, or stick a stick across a stick, would that be acrostic?"

When I recovered from the shock I

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 profoun dly 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.

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

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

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

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 applaud-

ed till it was blue in the face.
"Ancower!" it cried. "Ancower!"
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?" queried the "actor-feller" impatiently, as the renewed cries of "Ancower!" fell upon his ear.

'It's this," whispered the intruder. "I 'appen ter be the josser you've been talkin' about, an' I want yer to put in a verse this time sayin' as 'ow I let out bicycles." Try this on some of your brainy friends: it is not so simple as it looks:

The problem is to arrange all the numerals from 1 to 9 inclusive, so that their sum is exactly 100. This is how it's done:

36 100

His Marriage License.

A muscular Irishman strolled into the railway doctor's examination room, where candidates for the service are put to a physical test.
"Strip," ordered the surgeon.
"What's that?" demanded the uni-

"What's that?" demanded the uninitiated.

"Get vour clothes off and be quick about it," said the doctor.

The Irishman disrobed, and permitted the doctor to measure his chest and legs, and to pound his back.

"Hop over this bar," ordered the doctor. The man did his best, landing on his back.

"Now, double up your knees and touch the floor with your hands." He sprawled, face downwards, on the floor. He was indignant, but silent.

"'ump under this cold shower," ordered the doctor.

"Sure that's funny!" muttered the applicant.

applicant.

"Now run around the room ten times to test your heart and wind," directed the doctor.

The candidate rebelled. "I'll not! I'll sthay single!"
"Single?" asked the doctor, surpris-

"Sure." said the Irishman, "what's all this fussing go to do with a marriage license?"

Pat had strayed into the wrong

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 Swelhed 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."

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 ex-

ample.
From "The Times" of 1610.—
A certainly ruffianly fellowe was seen picking the pockets of the gallantes assembled at the Globe Theatre. Despite his protestation that hee was starving, the churl was so soundlie thwacked 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 heagging fellowe did aske may Lord

A begging fellawe did aske my Lord Duke for a pennie, 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 Smithe. My Lord Duke in a fitte of colere did slay this insolent fellawe—Exchange. fellawe.—Exchange.

Scientific and Technical

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

New Steel Process.

Cheap Conversion of Iron.

A new process whereby the cheapest 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 to the laboratory he has established in South London and witnessed during two days several demonstrations of the process in which many different iron objects were "steeled." Among those present were several engineers and expert steelmakers, representing prominent British firms of structural steel, armor plate, car wheel and axle makers, mor 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 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 pronounc-ed 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

"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 the product of the process." 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 me-

thods 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

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

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 pound, and pounding causes them to heat and sometimes break. If keyed up too tight, it will also cause same

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 grease is that it has a tendency to wash off the lubricant. The objection 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 on-

the 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.

Bursted Tube.—"What should be done with a badly leaking or hypotential."

Bursted Tube.—"What should be done with a badly leaking or bursted 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 har it can sometimes be plugged tight enough to hold with a wooden plug. In case the flue is bursted 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 long, can be driven in the flue. You can tell whether the flue is bursted or simply leaking in the sheet by the fact that with a bursted 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 but on until there is sufficient water to allow the throttle to be closed.

Broken Side Rod.—"What can be

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 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 vaives 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

International Notes.

We have arranged to secure regular information from England, America, Qermany, 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 pro-portion 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, Vandenpeereboom and Liebaert, absolutely refreed. Of what high is now the right fused. 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 condi-tions. 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 rail-way 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 so-cial position of its members? Such a shadow of a trade union as Mr. Helle-putte desires will not be able to stand against the progress. At least not with the miserable wages of the Bel-gian railways. It will be the task of the Belgian railway men, if they can-not expect any improvements from not 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

Amalgamated Railway & Tramway Association.

(Registered under the Trade Union Act of 1881 and Industrial Disputes Act of 1808.)

PRESIDENT: C. BROWN (Loco., Granville). VICE-PRESIDENTS: T. FLYNN (Tram. Per. Way, Erskineville). z. D. CAMPBELL (Per. Way, Rockdale)

**EXECUTIVE OFFICERS:

J. STEPHENSON (Railway Trassic, Newtown).

J. GOOLEY (Tram Trassic, Newtown). TREASURER.

J. H. CATTS, M.H.F.

TRUSTEES: J. CUNNINGHAM, J. JACKSON, and T. HIGGINS. GENERAL SECRETARY: J. H. CATTS, M.H.R.

COUNCIL.

LOCO. RUNNING. HUNT (Driver).
R. BRANDON (Tool Col-WORDSWORTH (Fuel- J.

CUNNINGHAM (C. and J. Shop) PASCOE (C. and W. Shop). A MELVILLE (C. and W. MORDSWORTH (Fuelman, Eveleigh).

M. WALTERS (Washoutman, Eveleigh).

M. SPRING (Washout).

E. BENNETT (Interlocking).

E. SAVAGE (Fettler, Mortdale).

Wm. O'DONNELL (Fettler, Mortdale).

S. KING (Fettler, Clyde). man, Eveleigh). W. SPRING (Washout).

RAILWAY TRAFFIC. SNELLING (Signalman).
DAVIDSON (Porter).
LAWLESS (Ticket Col-MURPHY (Guard).
A. MASON (Ticket Colector).

TRAM TRAFFIC. HODGSON (Newtown).
PURCELL (Newtown).
ROSS (Rozelle).
WALLACE (Rozelle).
LE BRETON (Newtown).

. WALTERS (Lineman).
. HORD (Lineman).
I. FRASER (Lineman).
. MESSITER (Lineman).
. PATTERSON (Erskineville).

RAILWAY PER. WAY.

BURNS (Ganger New-

town).
SHERIFF (Bricklayer,

Banksia). SAVAGE (Fettler, Mort-

TRAMS OTHERWISE.

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.
Bi ancii.	Scoretary o realite and Address.	Fides and time of meeting.
Sydney	I. Gerrard, Turning Shops, Eveleigh	Frades Hall 1st Thursday
Granville	E. R. Hodgkinson, George-st., Clyde	School of Arts 3rd Thursday
Penrith	G. T. Howe, Loco., Penrith	School of Arts 2nd Thursday
Eskbank	G. Bunyan, Examiner, Eskbank	W. Fi Brooks' residence, and Sunday
Blackheath	Les. Murray, Porter, Blackheath	Waiting-room 2nd Wednesday
Wallerawang	c/o I. 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. Gildea, 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 2nd Saturday
Narrandera	E. Rochester, Goods, Narrandera	Railway Station 2nd Friday
Picton	A. Newton, Upper Picton	Old Barracks 2nd Thursday
Cootamundra	R. Murray, Per. Way Ganger	Railway Station 1st Saturday
Goulburn	R. Corish, Interlocking, Goulburn	Oddfellows' Hall 2nd Saturday
Newcastle	T. Godfrey, Loco., Hamilton	Trades Hall 4th Tuesday Oddfellows' Hall, East T., 1st Sunday
Tamworth	J. J. Bailey, West Tamworth	Oddfellows' Hall, East T., 1st Sunday
Narrabri	E. C. McColl	Railway Station 1st Thursday
Queanbeyan	I. E. Monk, P.O. Royalla	Waiting-room 3rd Saturday
Armidale	O. McDermott, Armidale	Caledonian Hotel 1st Saturday
Murrurundi	B. Dugan, Loco., Murrurundi	Class Room 1st Friday
Inverell		Railway Station 4th Saturday
Moree	J. Donnelly, Per. Way, Moree	Railway Station 1st Saturday
Singleton	R. Windsor, Traffic, Singleton	Railway Station 1st Saturday
Albury	R. McLean, Ganger, Albury	Loco. Tank House 1st Friday
Lismore	T. Linklater, Loco., Lismore	Railway Station 1st Thursday
Nyngan	J. Richardson, Per. Way, Nyngan	Railway Station 1st Friday
Werris Creek	A. D. Worrell, Pumper, Werris Creek	Railway Station 1st Saturday Railway Station 1st Friday
Sulcairn	T. Green, Per. Way, Culcairn	Railway Station " 1st Friday
Klama	W. Thomas. Railway Station, Kiama	Council Chambers 1st Saturday
Eveleigh	H. Court, 20 St. David's ta. Ashney	Royal Edward Hotel 2nd Wed.
600ne	W. C. Callister, Per. Way, Aberdeen	Railway Station 2nd Saturday
Erskineville	J. Jackson, 81 Samuel-st., St. Peters.	Railway Institute 2nd Wednesday
Hurstville	A. E. Moore, 4 Dora-st., Hurstville	Council Chambers 2nd Saturday
Darling Harbour	A. W. Kearsley, Outwards	Trades Hall 1st Saturday
Newtown		St. George's Hall 2nd Tuesday
Ultimo		
Wollongong	J. Quelch, Per. Way, Tarrawenna	Wollongong last Saturday
Newtown Tram.	J. Gooley, Tram Depot, Newtown	St. George's Hall as summoned
	R. Williams, Thomas-st., Junee	M.U.I.O.O.F. Hall 1st Sunday
Interlocking	G. H. Stokes, Allen-st., Granville	Trades Hall 3rd Friday
.ozelle Trams.	F. Priol E. Lawless, Ticket Collector, Hornsby.	Trades Hall Every Wednesday
Hornsby	E. Lawiess, licket Collector, Hornsby.	School of Arts First Wednesday
Parkes	H. A. Neave, Per. Way Office, Parkes	V-1-1
Southern Officers	H. Iones, N.O., Culcairn	Members to be summoned.

SPECIAL COUNCIL MEETING.

A special meeting of the Council was held on Wednesday night, 10th instant. 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 (railway per, way), J. Twyford iff (railway per. way). J. Twyford (loco. mechanical), F. J. Pascoe (loco. mechanical), A. Bennett (loco. mechanical), H. Messiter (trams otherwise), J. M. Walters (loco. running), wise), J. M. Walters (loco. running), L. A. Mason (railway traffic), H. Wordsworth (loco. running), W. Spring (loco. running), M. A. O'Don-nell (railway per. way), J. Purcell (traffic), K. Davidson (railway traffic)

ologies for non-attendance were received and accepted from Messrs. C. Brown (president), E. D. Campbell (vice-president), and J. Snelling.

Mr. Cunninghai 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 rail way service, including station-masters, night officers, officers-in-charge, booking clerks, and operators, employees of the Chief Railway Commission-

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. Fennen and Malone, Rogers and Galloway, Wishart, and Burns and to decide what action Council would take in these matters. Messrs. Fennen, 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, truck painters were heing paid 7/6 per day and

ers were being paid 7/6 per day, and carriare 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 mapainting combo brakes during the ma-Jor 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. classed as a truck painter.

Mr. Wishart then explained his case.

He said that prvious to the porters' award coming into force eight months The award stated that 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 pre-vious to the award, when the award came into force he was put off 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 cause of the award dealing with this case states that promotion shall be according to "fitness and seniority." Mr. Wishart stated that only the other dan a man with three months' service had been promoted over his head, whereas he had eighteen months' service to his credit.

Mr. Fennen contended that the Com-Mr. Fennen 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 ing part of the time and then put on to 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 pointing. 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. factory agreement could be come to. He said he knew of men in the paint shore who were doing a certain class of work, and although they only per-formed this work for portion of their time they received the full rate of

9/2 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 Judge Heydon on the matter. With reference to Fennen, 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 Fennes. and ask him to alter Fennen'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 apough for two more to be

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 Fennen should be receiving 10/- per day for the full time. He went to some trouble to explain the details of the working of the plain 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. 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 are presentative 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 weree breaking awards all over the Department, and the sooner the Council took drastic action the better. suggested including in the motion that in the event of the Chief Commissioner riving 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 severe ly with sectional organisations, and advising all to come under the banner of the Amalgamated Association. On the Sunday morning a mass meet ing 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

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 council. length on the want of interest of country members. Mr. Burke said he could not understand, when such gen-tlemen 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

Erskineville.

A large number of permanent fettlers turned up at the usual monthly meeting of the above branch, held at the Railway Institute on the 10th inst., having been notified by dodgers 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 referthe 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 fettlers 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 seems 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 Associa-tion and be banded together, so that Wages Board was called together 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. Mc-Govern seconded, that the meeting take place at 8 p.m. The amendment was carried. The regular meeting of carried. The regular meeting of the branch was then proceeded with. The resignation of Mr. Jos. Burns was read, and after a discussion Mr. overing 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 (Tram-way 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 an-swered 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 firment employed at the Erroway. loway, a fireman employed at the Erskineville tar distillery, who was only in receipt of 7/6 per day when he conidered, according to the late Enginedrivers' 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 instant. 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 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 eral waiting room.

Cootamundra.

The monthly meeting of the above branch was held on the 6th instant, Mr. Pacey, President, in the chair. Four new members were accepted in the branch (three seniors and one ju-nior; 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, Wy-along and Barellan branches to join along and Barellan 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 learty vote of thanks was accorded Mr. Prosser for the use of his room for the meeting. for the meeting.

Newcastle.

The above branch held their month-

ly meeting at the Trades Hall, Hunter-street, on Tuesday the 9th of August, Mr. E. Williams, Chairman, presided. A letter was read from Mr. Presided. A letter was read from Mr. P. Hulbert, from Lismore, now placed on Branch Books. From Head Office re receipt and rule books and gold medal for member. Mr. H. Lever's case was dealt with, also copy of reply from the Commissioners. There were everal members at meeting who knew Mr. Lever, and are working with him. They testified as to his abilities, and it was unanimously resolved: "That an nquiry 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 "Hurryup" in all the departments for the safety of all hands. Inspector pushes sub., sub. pushes ganger, and the ganger (some of them dog the sourcase out of the men) talk about "early days in the chain gangs." Well, there is not much difference in the mode. is not much difference in the mode of treatment that some of the petty bosses use. After what M'Roberts, bosses use. After what M'Roberts, inspector of Sydney, says of the Per. Way men, we would be surprised at nothing. It is a wonder that he acnothing. 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 Officer remittance cheque, and cleaner being paid the back money of 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. sarcastic reflections on Head Office, and asking that his resignation be accepted. Branch Secretary answered and drew his attention to the rules. and drew his attention to the Take.
Mr. Chadban, of Newtown, Mr. S.
Beeton, of Inverell and Mr. O. Roots,
of Junee, were accepted on clearances
of Junee, were accepted 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 quar terly notice sent to him regularly. However, they have a remedy. 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 inas much as it is to be minimised. 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 een 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 with nesses gave an interesting report of the proceedings, and their expenses, £3 8s. 7½d., 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 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 treatment from him as was given to the men by the inspector mentioned above, who branded the fettlers 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 enginedriver. I am pleased to say that we driver. I am pleased to sa, are having some excellent meetings, and

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-

each month, at 7.30 p.m., in the gen- 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 beeping. We had a very successful meeting with a splendid attention. cessful 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.

Orange. Mr. W. Davis presided over a fair attendance at the usual monthly meet-ing 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. to-wards the list. This was carried unanimously, as all present recognise that Mr. Stephenson has been a hard worker in the interests of his fellow-work-ers. 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 fettlers we want to get just as infettlers we want to get, just as urgently as the Traffic, and all you fettlers 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 over-time from the 29th December, as they have been working 10 hours a day instead of 9. They claim 12 days over-time 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 whois 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 perma-A well attended meeting of permanent tramway gangers and fettlers 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. 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 fettlers, 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 if something could not be done to bring about some improve-ment. Preparations are to be made at once by Head Office to help the employees in this department who are prepared to help themselves, by fight ing collectively under the banner of the Association. A large number 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 rail-way 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 fettler or ganger to become a member of the Associa-tion 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

We would require quite a lot corners were we to print half the letters which reach us every week from satisfied clients of our shopping departments. The following, however, calls for publication:—

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

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"DADS" AND "MUMS."

A Word to the Breadwinners.

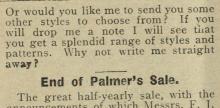
This week I feel proud and not being close about my affairs, want to tell you abou it. Thirteen weeks ago I started the shopping department of the "Co-operator," the first week brought me as much business as I brought me as much business as I expected to have in the chirteenth week, and the thirteenth 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. Every order has been placed 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 needs will be satisfied? If I can save money for you is not my aquaintance 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

Spring is Coming. .

When spring comes upon us with its glorious days and soft mild nights New South Wales is just an ideal place to exist in. One feels good in either winter or summer clothing. Summer, though, follows so guickly that I don't think it a minute too carly to consider the summer suit. Most of my friends in the clothing trade are beginning to stock up the shelves with beginning to stock up the shelves with light stuffs, and if the proverb of "the "the early worm" is any good now should be the time to secure that summer suit. Now, I am in a position to help you when you decide to go in for it. From 35/- to 105/- per suit, with



repper lb.

Rice, best Japan, 2d. per lb.
Salt, fine, 7lbs. for 3d.
Sugar, IC., 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.

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.

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 'oddments' 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 to the special announcement on page



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 con-cession 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-

thousands of "ready-to-wear"

hundreds upon hundreds of rolls of

splendidly finished local and imported

tweeds waiting the cutters' scissors

who could not give satisfaction? Four

suit orders found their way into my mail last week, and four suits are ere

this being worn in different centres of

the State, and each one has a contented owner. What is going to be the record this week? I want to break records in this line particularly,

because it is here that I feel able to

secure the "suit to siuit."

Here is a style that is largely worn just now. What do you think of it?

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 city 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 Grafnax, Workmaster and other good jumpers, he is by the imported horse Grafton, and be-ing a fine big horse, and a bold jumpsteeplechasing should suit him ad-

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 chare extra well for a novice see him shape extra well for a novice

Aunt Mary's Baking Fowder, 10d. per lb.

Biscuits, Arnott's Milk Arrowroot, 6½d. per lb., by 4 and 11 lb. tins.

Candles, D.R.J., 7½d. per lb.

Currants, new fruit, 6d. per lb.

Dates, new fruit, 3½d. per lb.

Blue, Reckitts bag, 10d. per doz.

Lemon Peel, 7d. per lb.

Corn Flour (Wade's), 5d. per lb.

Essences, 3d. per bot.

Raisens (new fruit), 4½d. 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. Fortius put up a great gallop at Randwick last Thursday, and in con-sequence het was backed freely at fairsequence het 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. 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

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 Chau-velin does not win a race soon at one of our suburban fixture

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 Coir (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 fur-long in the Granville Stakes, Malster's Daughter rushed to the head of af-fairs, but a little later on Nangar dis-placed 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 dthe home post was reached, for Maori King was hard on him, and was only defeated by a

New South Wales can safely lay claim to possessing the best steeplechaser in Australia. Grafnax, our re-presentative, after winning the V.R.C. G.N. Steeplehase, got away with the Australian Steeplechase on Saturday, humping his 12.12 over the trying 4mile 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

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 ond.

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. to private hospitals.

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

The Fielder family had a turn of luck at Newcastle last Saturday, winning the last two races, with Brackenburg 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 clinking 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 callen fast. 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 deceive his appearance very

Ocean Pilot will probably come up 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 hardicap horse of suburban or-der, went better than Fortius did last Tuesday morning. He recorded 1.19½ for 6 furlongs on the outside of the course proper, which was about a cou-ple 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 ards' Mile, at the minimum weight.

Wonder will ever Sequarious 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
Erin
Lemonwood
FLYING HANDICAP. King Haut STEWARDS' MILE. Playright Tinsel Ocean Pilot Troon Berber

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 Handican was numerous, and in con-sequence 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 abiut 20 yards the latter went away and led into the straight. At that point Kerlie made his run, and passing the favorite at the leger, came away and scored nicely.

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

Alcestis led all the trin 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- Share 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

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

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 nace 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 led into the home turn.

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

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 Sweetbriar led for a couple of fur-

out dropped out of the

before the home turn was reached. For the 14-2 Handicap, H.C. rushed when books started betting, and in a few seconds dropped from fives to two to one, while Merton

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

Below the distance Cavalray 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 Alcistis for the

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.,

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

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

That copy of invoices are posted to "Town Shopper" for checking purposes.

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Woman's Realm.

Women readers are cordially invited to write to us. Information and advice will be given, and shopping orders executed by expert lady shoppers, no charge being made for same. Cash must accompany orders. Should you desire your shopping done with any particular Frm, 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-effice 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



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 pos-sibly 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

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 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 facetions by her drass

at such functions by her dress.

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

Home Dressmaking.

A wrinkle worth knowing When sewing sleeves in a waist, this is a When 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 Cirls.

"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 fresh ness. 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 perticularly took. particularly took my fancy. Here they are:-

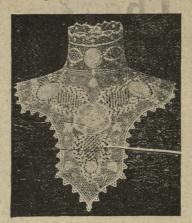
First is a pretty lace jabot (one which is being worn by lovers of smart collars), and is very cheap by reason of its simpleness.



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

-No More Loose Plates.

This is another dainty blouse front, and one which relieves a frock of its



White or Paris shade, price from 2/3 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

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

or silk swathings. You have the illustration of

a pretty hat from Way's in the first column, and now I am

going to show another. An all serviceable hat,

rough straw, with lin-ing of contrasting shade, roses, with

shade, roses, with drape of ribbon round

pretty droop shape

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 in-sert one. This will allow a freer movement of the arms.

Some Good Rules for Housekeep-

ers. 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.

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 them-

ANSWERS TO CORRESPONDENTS.

think we could possibly do without it.

(By Town Shopper.)

No. 329.—Your suit, we are advised, was sent forward to you last night. It will give us 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, 10\frac{1}{4}d. per bushel, so will you let me know what you would like me to do?

No. 235.—I thank you for the order sent by you. I bought the hat according to your directions, and had it sent straigh on. I managed to save the freight, so have 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 costage 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 see 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. 225.—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 you to the time they are returned, and if they are kept any longer 2/- per week extra will be charged.

No. 226.—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 cost 5/6, cotton 3/-, and postage 1/3. These were sale prices. Balance 6d. to your credit with us. 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, encrosure £1, for which please accept my best thanks. The suit was forwarded to-day, a dark tweed, 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 4/1 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, y 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 may have opened up to your entire satisfaction.

No. 223.—Your letter came to hand, together with selection of material, and I have sent this on, and feel sure you will be pleased with it when you see it in the piece. The cost was 12/4½ for 1½ yards, so there is a credit balance now of 1/-, which will go to your next order (unless you desire it otherwise disposed of), which I hope to receive shortly.

No. 340.—Since writing you, the boots have been returned, and immediately I exchanged them, and the others have gone forward today. Fay's had not the sharp toes in stock, so I sent the Coin toe, which has not the square sole. Fay's have allowed us 1/- for eturn postage, and we now have a credit balance of 6/2 against next order, which I nope to receive soon.

No. 222.—I am in receipt of yours of the 9th instant, for which I thank you, and am very glad to hear that the flannel proved satisfactory. Will you call and see me when in Sydney? If you call at 435 Kent-street, and ask for the Town Shopper for the "Co-operator," I am sute I shall be only too pleased to let you know where to do your shopping to the best advantage.

No. 328.—Your order with enclosure of 31/came to hand this morning, and I thank you very much for sending it. I went down to Palmer's, and got as near to the pattern you sent as I could. They got as near to your measurements as they could, so I hope the suit will be a perfect fit. Have you thought of sending me your grocery and boot orders? I feel sure I can save you money.

No. 327.—Your letter re Winn's catalogue duly received. This has been posted to you; if you will pick out what you require I will have great pleasure in getting the goods sent on to you. Winn's sale lasts a week longer, as does Anthony Horderns', and I am also sending you one of their sale catalogues. Don't forget to send me a cut of the basket you require. Have you ever thought of buying your groceries and boots in Sydney?

No. 327.—Your shoes have gone forward to-day, and I hope they will be just what is required. If they do not fit comfortably, send them back and I will change them for you. Now, are there no other goods that I can buy for you? I am buying groceries, drapery meat, etc., for many of my country friends, and they are getting great satisfaction. What about that next grocery order?

No. 324.—I am in receipt of your order (with 10/- enclosed), asking me to send you a hat. This has gone forward to-day; cost was 8/6 post free, so I have the balance of 1/6 to your credit against next order. I hope you will find the hat just exactly what you wanted. If you find it does not fit you comfortably, send it back, tell me what is wrong, and I will change it for you. May I look forward to receiving another order soon?

No. 350.—Your favor with enclosure 22/- received. The boots have gone forward a nice button boot with pointed glace tee. The price was 11/9 each, postage 9d., or 25/- for the two; as I had gone a great deal of buying to-day, I managed to get them cut down to 22/-, a saving of 3/- on the two pairs. I hope you will like them, and if they do not fit, don't fail to return them to me; I will have them exchanged.

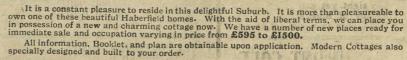
No. 335.—I note with pleasure an order in my mail this morning from you. Lassetters' sale being on, I went down and filled it there. Amount spent was 23/10, leaving a balance of 1/8 against next order. I hope to bear that my purchase has pleased you, also to have further orders soon. In regard to this letter appearing in the "Co-operator," you will see that I have placed a number on this letter. In the future that is all which will appear, no initials or town.

(Continued on page 8.)



Reside in Sydney's Garden Suburb HABERFIELD

The Place of Beautiful Homes.





Estate Agents and Auctioneers, STANTON AND SON, 109 Pitt St., and at Summer Hill.



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In the Wa

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,

Mr. R. H. S. Thompson, Head Goods-shed Por ter 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 with-





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The Best Flannelette

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

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Men's Fashion Shirts, 1/11 Felt Hats, extra good, 1/11 Fleecy 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.

DENTAL ROOMS. 185a Pitt Street Only

(Opposite Civil Service Stores)

Painless Extractions ... 2/6 Artificial Sets from ... 22/2/ Crown and Bridge work - Speciali-ties. 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 .-

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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. COLEMANE, Senr., the discoverer of Eucalyptus 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. Colemane's phote appears on every bottle. Don't be humbugged with imitations. A Profitable Line for Store-keepers. Retails at 1/6 Bottle. NOTE PHOTO ON BOTTLE.

FRED. PIGGOTT,

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A'Wonderful Invention-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 creat comfort to the wearer.

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-fisting plate. Uld 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 III After Effects.

I do not make any charge for painless extractions when orders are given for Artificial Visitors to Sydney can be fitted with Teeth in ONE DAY if required. Personal attention,



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The Railway and Tramway Co-operator.

AUGUST 18, 1910,

HISTORY OF THE LABOR PARTY.

During the week we were glad to receive from the author a copy of 'History of the N.S. Wales Labor Party,' from its conception till now, by George Black. This little book, which is sold at threepence per copy is worthy of a much better large. Con is worthy of a much better dress. Contained within its 63 pages is a well-written and carefully thought-out epitome of the rise of the democratic spirit in New South Wales politics, a, symbolised by the Parliamentary La bor Parties, both Federal and State Mr. Black must be at once acknow-ledged as an authority on the subject he treats. A quarter of a century ago, he was prominent amongst those few earnest thinkers who rose above the sordid environment of their class and, against enormous odds, persis-tently proclaimed the truths which are to-day the commonest of demo-cratic platitudes, but which were in that day a great deal in advance of the intelligences of the great mass of the people. It is significant, at this to read that the first plank on the first Labor platform ever promulgated in Australia was educational re-form. The triumph of democracy everywhere is absolutely based upon and dependent upon the progress of the intellectual standard of the people The vox populi can surely only the vox Dei when it is an intelligent voice, and when it gains its force and convincingly because it defies contradicton or refutation on intellec grounds. Those were grand They were the days of the surtual grounds. vival and the elevation of the fittest. There are some who are not too sanguine to-day of the future for the reason that intellectuality does not seem count for nearly so much as it did in the early days of the move-ment. But we are digressing. The "History of the Labor Party," though with no pretensions as an ornament to the library, is a very excellent little treatise, and cannot be over-looked by all who would gain a true conception of the Party which is now so rapidly gaining the ascendancy, and which is, of a natural consequence, soon to be faced with the great test of its fitness and worthiness for permanent extolment. Black is quite justified in expressing his pride at the place he occupied in the earliest counsels of the Labor movement in New South Wales, and it is to be hoped his mellowed wisdom will be at the service of the party and

of the cause for many years to come.

It is next to impossible to review an

enitome in the ordinary sense of the

term. The book itself is a series of extracts. It does not profess to deal exhaustively with any of the problems

exhaustively with any of the problems which have been solved, or which still face the democracy of the twentieth century. It is essentially a record of the steps by which the present Labor Party was evolved. To give extracts would be futile. The little book is on sale everywhere at threepence, and should be acquired and read by all who value their own political education. It is with the object of doing

something in the creation of a bigger demand for the book that this notice

is given. At the conclusion of his

It is with the object of doing

foreword, the author says very fitting-

The Labor Party came into being, into its nostrils was blown the breath of life, because of a wide-spread feeling that the convention which always put property before human life was barbarous and immoral, and destructive to the physical moral and mental well-being of the community. Its lofty ideals ever lead the army of the new crusade towards the promised land—sworn to extermiever lead the army nate injustice, monopoly and privilege; pledged to win if may be, for every human born into the world the fullest possible development in all that is high and honorable, pure and sweet, merciful and just, rood

THE PORTERS' APPEAL.

In another portion of this issue the the judgme trial Court in regard to the Porters' appeal is printed. There has been no immediate result. The association has, however, done its best. The Court has endorsed the probationary periods for porters also the probationary periods for porters, also the non-re-cognition of extra rates for Sunday duty. On the question of hours, although the Court has not given us an 8-hour day, it has expressed strong disapproval of the present long hours, but thinks the wages board has effected a fair instalment of reform. The judge does not defend this portion on its merits, but according to some unexpressed principle which was applied to a previous case, cannot see his way clear to upset the wages board decision. As to the knotty question of cost of living in the country, we are compelled to admit that the evidence was not sufficient to prove the total difference between city and country seet of not sufficient to prove the total difference between city and country cost of living. This question will have to be tackled in a fairly large way, if we are to secure any tangible results. On the minimum wage question the judge states plainly that 6s. 6d. per day is not satisfactory. Mr. Justice Higgins laid down 7s. as a minimum wage, and "since then the cost of living has certainly not gone down," says Judge Heydon. In this case, everybody will wonder why His Honor everybody will wonder why His Honor did not raise the rate, which he admits is below living level. Dealing next with the casual worker, the judge is of opinion that if the case had been more strongly urged before the wages board, better rates would have been In answer to this we would point out that no casuals came forward with any evidence, and consequently we could not put up as strong a fight as we would have liked. Had the casuals helped in the contest for better conditions, their rates would have been improved, and we believe the wages for the succeeding grades would have started from the higher basis. This shows how casuals and permanent shows how casuals and permanent men are interdependent. However, the association is willing to accept the suggestion of the judge, and refer the 6s. 6d. and 7s. rate both back to the wages board for reconsideration. We are only awaiting one thing, and that is an indication from casuals that they will come forward with evidence, and support the association in its efand support the association in its efforts to improve their conditions.

AFFILIATION REFUSED.

The Sydney Labor Council at its last meeting refused to allow three Unions to affiliate, namely the N.S.W. Cycle, Motor, and Electro-platers' Trade Union; the Blacksmiths' Society; and the Builders' Laborers' Union. The refusal was based on the property that the property of these ground that the members of these bodies are eligible to join Unions already affiliated with the Lobar Coun-

The various Arbitration Acts of Austraila contain clauses, which prevent the registration of a new applicant union if another union is already registered to which the applicants might conveniently belong. But the whole of the cricumstances can be judicially reviewed, and if it is found that the wrong union was registered first, such registration may be cancelled. There is no such safeguard provided under the Labor Council rules. The affiliat ed Unions, even though some of them ed Unions, even though some of them may be organsied on a totally wrong basis, though their rules may not provide adequately for the new section, are surrounded with a wall of exclusiveness. The idea at back of the Council's attitude is good. It is a kind of groping in the dark for some escape from the present chaotic state of union organisation. It is an effort of union organisation. It is an effort to avoid the extension of the snares and pitfalls of craft or sectional unionism by negative rather than by posi-tive action. And whilst the indication of the trend of unionistic feeling augurs well for the future, there will have to be a thorough realisation of e present unsatisfactory basis of organisation, and the recognition of a logical and scientific plan of recomstruction—to be honestly adopted and courageously enforced, before the industrial side of the labor movement will have come into line with twentieth century methods.

The Dismissed Dispenser.

On July 29th, the president, secretary, and other executive officers of the Sydney Labour Council, waited upon the Sydney United Friendly Society Dispensary regarding the alleged wrongful dismissal of a dispenser. The secretary of the Council wrote previously to the executive of the Dispensary asking that arrangements previously to the executive of the Dispensary asking that arrangements might be made for them to interview the delegates of all the Sydney friendly societies when they met at their quarterly conference. he Dispensary officers replied regretting they could not so arrange, unless the full particulars of their visit were first stated. The Council executive thereupon attended at the Dispensary conference. at tended at the Dispensary conference, under the impression that their reception would be a sure thing. There were 70 delegates present at the Conference, but unhappily they refused to receive the Sydney Labour Council deputation. As most of the delegates are prominent trades-unionists, the refusal of the Dispensary to receive the Council of the Dispensary the Dispensary to receive the Council of the Dispensary the of the Dispensary to receive the Council's deputation has occasioned some surprise. We have not heard what step the Labor Council now proposes to take to vindicate its position. No doubt this will soon be forthcoming.

Murrurundi Ambulance Corps. A correspondent writes:-A very

pleasant evening was spent on the 10th inst., the occasion being the presentation of certificates awarded to mem-bers of the Primary Ambulance Corps all of whom were successful at the recent examination. The presentations were made by Mr. H. Lorenz, who expressed creat pleasure at the success attained by the members. It had been a pleasure for himself and Mr. Holt to attend the practices and impart a knowledge of first aid to the members. As an instructor, he could say that he had never come into contact with such apt pupils, and he trusted they would persevere with their studies and qualify in the highest grade. Subsequently, at a meeting of the Corps, presided over Mr. B. Du-gan, the members made a presentation to the instructors, Messrs. Lorenz and Holt as a mark of their appreciation. The presentation took the form of a silver-mounted pipe and tobacco pouch each. The pouches were handsomely engraved with the initials of the recipients. Mr. Bryant (secretary) made the presentation, and several eulogistic speeches were made in appreciation.

Butchers Blacklegging.

The Sydney slaughtermen refuse to work under new conditions which the slaughtering companies seek to impose upon them. The daily press informs us that the masters have taken to the slaughtering themselves, and are being assisted by the shop hands. We cannot imagine any member of the Butchers' Shop Employees' Union allowing themselves to be used by the bosses against the slaughtermen, but it is remarkable that the slaughtermen and shopmen are in separate unions, although both branches of the one industry, and capable of being played off one against the other. 1

More Overlapping.

During the past week a controversy has been raging between the Federat-ed Engine Drivers and Firemen's Union, and the Miller's Employees Union, as to which body should control the conditions of engine drivers in flour mills. Some soreness exists amongst members of the Farriers' Union at the action of the Coachmakers' Society in organising country strikers and smiths into the latter body. Both societies are affiliated with the Sydney Labor Council.

PORTERS' MINIMUM WAGE. Will it be Raised?

A Sympathetic Court. Dismisses Association's Appeal.

The President of the Industrial Court, His Honor Judge Heydon, on Friday morning last delivered his reserved judgment on the application by the Amalgamated Railway and Tramway Service Association for leave to way Service Association for leave to appeal against the minimum wage of 6/6 per day for 3rd class porters, and other clauses of what is known as the Porters' Award. The full text of His Honor's decision is appended. It will be seen that although the Court decided to dismiss the application for leave to appeal, His Honor was apparently sympathetic with the Association's claim on behalf of the men. Particularly is this noticeable in his remarks about the minimum wage and the absence of any extra pay for casthe absence of any extra pay for cas-ual hands. His Honor suggested a course to the Association which will in all probability be taken, and with the evidence in support of the claims, which it is now possible to submit, we think there need be but little fear of the success of subsequent negotiations

The Association appealed against:-I. The minimum rate of pay. II. The probationary periods.
III. Sunday duty (no extra pay). Hours of labor (exceeding 8 per

shift).

V. Casual hands (no extra pay).

An adequate report of the arguments submitted to the Court by Mr. G. S. Beeby, in support of the appeal, and Mr. J. S. Cargill, in opposition, was given on page 10 of the last issue of the "Co-operator." In delivering judgment His Honor said:

I have come to the conclusion that this application must be refused. Setting aside the first ground of appeal for the present, I find with regard to the second ground that the probationary terms now objected to were recognised by the Union itself in its claims. I can see no reason why, if the circumstances of the employment seem to call for it, there should not be an increase of wage according to the length of time served and the increase of experience and trustworthiness going with it.

As to the third ground, dealing with the Sunday rate of pay, the terms of clause 7 of the Award show that the industry is of a peculiar character. A certain amount of work on holidays is absolutely nedown as much as possible. That being so, the holiday is regarded as a week day and the worker gets an equivalent at another time. A con-sideration of the whole of the clause shows that the interests of the workshows that the interests of the worker have been carefully protected. For instance, in every case on which a porter has worked on a holiday, he becomes entitled to a day off on full pay, and this day may be allowed to accumulate as annual leave, and if, during such annual leave a holiday occurs, the worker gets an extra day to make up for it. There are few employments in which such are few employments in which such provisions as this would be possible, provisions as this would be possible, and their presence in the Award emphasises the special character of the industry—one in which the worker who gains a footing in it is sure, with reasonable good conduct, of permanent employment for life, through good and bad times alike.

As to the fourth ground, dealing with the hours of duty, it would certainly be more satisfactory if those hours could be reduced. They have been considerably reduced by the Board from what they were before the Award and protections. the Award, and perhaps in time it may be found possible to effect still further reductions. But it is evident that the Board went very carefully into this question, dealt with it is detail, taking each class of work by itself, and introduced all the improvements which seemed to there fairly possible. On the principles which I have laid down in former cases, I cannot see sufficient ground insisting upon still greater changes.

As to the fifth ground, with regard to country work, there was practically no evidence before the Board, and it is a matter of common know-ledge that living in the country, while in some respects dearer, is in other respects cheaper than in town. I can see no reason for laying down as a principle that higher wages must in all cases be paid to country than to town workers.

To return now to the first ground of appeal, I must say that the Award to my mind not entirely satisfactory. It is true that the 6/6 a day given to 3rd class porters at 21 years of are only lasts for six months; he then gets 7/- a day for another six months, and then 7/6 a day. At the same time, where possible, the adult worker should receive a living wage, and I think it is generally recognised that since Mr. Justice Higgins fixed upon 7/- a day as a living gins fixed upon 7/- a day as a living wage, the cost of living has not gone I feel a difficulty, however. is doing anything positive in regard to this claim, first because I feel that there should be consistency be-tween the Award dealing with a great, self-contained industry such as this, and next because the increase has been asked hardly so much on account of those who receive 6/6 for six months, as in the hope that an increase in their wages may lead to an increase in the wages of all the workers above them. I would point out, however, that the reason given in the affidavit filed in this case for complaining of the 6/6 is simply that it is not a living wage. It is not alleged that the higher wages fall short of that standard

The case of the casual worker

er, and I think it very likely that, if their case had been urged strongly before the Board, a higher rate of wages would have been given to wages would have been given to them. It is plain, on the face of it, that the occasional worker is at a that the occasional worker is at a great disadvantage, compared with the man in a permanent billet; and if it is necessary for the carrying on of an industry, that there should be a supply of casual men, to be not on and off as required, common fairness seems to demand that they should be paid a higher rate than the permanent men. As a matter of the permanent men. As a matter of however, the case of these me seems to have been only mentioned now, on the application for leave to appeal; it was not pressed before the Board. What I have decided to the Board. What I have decided to do, therefore, with regard to the first ground of this application, is to refuse the leave, but to suggest to the Board a reconsideration of the 6/6 wage, and, more strongly, a reconsideration of the hourly rate for the casual. This will enable the Union to call evidence as to the real condition of the casual hands—whether though having no permanent

seems to me to be decidedly strong-

nent status, they are in reality constantly employed. I don't think that a sufficiently strong case has been made out for me to do more than this. I open the door by the suggestion which I now make to the Union, to reinforce their case before the Board. On this point, I think, in this case, this is enough. The present application is, therefore dismissed.

whether, though having no perma-

fore dismissed.

BALLAST GUARDS' WAGES.

Application to Vary Award.

Before Tramway No. 2 Board.

The Tramway (No. 2) Wages Board met on August 10th, to hear an application by the Amalgamated Railway and Tramway Service Association, to very the award made in June last, invery the award made in June last, inso-far as to the rates of pay for ballast guards. There were present:
Messrs. Shellshear and Cowdery, for
the Department; J. Jackson and T.
Flynn for the men; Mr. Montgomerie
Hamilton (chairman). Mr. W. D.
Clark appeared for the Association,
and Mr. J. S. Cargill, railway solicitor,
for the Railway Commissioner.

A number of ballast guards were examined.

amined.

J. Williams, ballast guard, examined by Mr. Clark, stated he had 20 years' service, four years of which he served as a ballast guard. His present rate was 8/- per day. He did not consider that his pay, in accordance with the work and the responsibility of his position, was enough. He was practically in charge of a cang of men, and was responsible to the Department for the work done by the gang. He had to see that the trucks were loaded up in such a manner as to obviate liability to acthat the trucks were loaded up in such a manner as to obviate liability to accident, and had special instructions from the Department regarding depositing loads for the use of the relaying gangs. He also had official instructions tegarding the responsibility of the men's work. A copy of these instructions was handed in by Mr. Clark to the chairman. Witness contended that his position was on all fours with that of the ganger who was paid 10/per day. He had to make up the men's time; had to check all material, and perform other clerical duties in conperform other clerical duties in con-nection therewith. Before taking up the position of ballast guard, he

required to pass a test in signalling and shunting as well as in vision.

In reply to Mr. Jackson, witness stated that if anything went wrong with the work that he was held responsible.

Cross-examined by Mr. Cargill, witness stated that he did not consider his work similar to that of tram conductors. He received instructions from the ganger of the yard, but the ganger exercised no supervision as to the leading and unloading of material, nor did he check the material. When out on the road laying material for relaying orangs he was not under the instructions of the relaying ganger, except in-so-far as to the selection of the spot where the load had to be deposited. He had never received any instructions to the effect that he was under the supervision of the ganger. Walter Clark, ballast guard, deposed: I have been 14 years in the service, twelve months as a ballast guard. I had to qualify for the position by

vice, twelve months as a ballast guard. I had to qualify for the position by passing a test in signalling and shunting, as well as in vision. I consider my work is as responsible as that of the checking of material are under my charge, and oftentimes I have eleven men in the gang. The time sheets and the checking of aterial are under my control, and I am held responsible, under official notification from the Department, for the amount and the manner of the work done by the gang.

Cross-examined by Mr. Cargill, witness stated that he had received no instructions from the Department that he was to be under the relaying ganger's supervision when unloading mate-

supervision when unloading mate-

In reply to Mr. Flynn, witness stated in regard to the loading and unload-in of rails, that he had to accept the responsibility, provided any accidents occurred in connection therewith. Witness stated that he had held the position of ganger, and had a knowledge of the duties of both. He considered that a hollstranged he was helder than the considered that a held the considered that are helder than the considered that the considered sidered that as a ballast guard he was entitled to the same rate of pay as a ganger, because the responsibility was of equal importance to that of the equal importance to that of the

ganger.
Charles Ambler, with 2½ years' service as ballast guard, and G. Brownie, with two years' service as ballast guard, gave similar evidence, corroborating the evidence given by Messrs Clark and Williams. The Department called Inspector Sil-

cocks to oppose the application.

Examined by Mr. Cargill, the Inspector stated: I have 35 years' service, 30 years of which I have been chief inspector in the tramway permanent way. I have a thorough knowledge of the duties of ballast guards, and they are under my constant and personal supervision. Before appointment to the position of ballast guard, we send them to the traffic office for examination, and the test is similar to

that which the tram conductors have in every case to undergo. The ballast guards are under the supervision of the ganger in the yard at Erskineville depot. The ganger gives his instructions for material to be loaded, and gives directions as to the manner of directions are constally investigated. gives directions as to the manner of disposal, and generally instructs the ballast guards in all matters necessary to the work. On arriving at the job with a load guards are under the supervision of the relaying ganger, and it very often happens that the ballast train has only the guard as its crew, and when arriving at the job, was of a necessity compelled to obtain the services of the men in the relaying gangin order to unload the trucks. He considered there was no parallel between the positions of ganger and ballast guard. Both the fettling ganger and the relaying ganger had very much guard. Both the fettling ganger and the relaying ganger had very much more responsibility, and were responsible for the safety of the people who travelled over the road. They were also responsible for making alterations to the road while the traffic was being verked and generally required a con-

also responsible for making alterations to the road while the traffic was being worked, and generally required a considerable amount of experience before being able to accept a position of such responsibility. He was of the opinion it took several years' training to make a competent ganger, while a ballast guard could be taught the duties of his position in a few short weeks.

Cross-examined by Mr. Clark, witness stated that no instructions had ever been issued by the Department, holding ballast guards responsible for the work performed by the gang. He further said that if it had been stated in evidence at the Board that the ballast guards did receive official notification that they would be held responsible for the work of the men, it was not so. Witness stated he was not sure of the test that the conductors were put through, but understood that it was similar to that of the ballast guards.

The taking of evidence on the application was then elevated.

The taking of evidence on the appli-ation was then closed. Messrs. Carcation was then closed. Messrs. Cargill and Clark addressed the Board briefly, and the Board retired to consider its decision.

reached us, we are informed that the Board has decided upon an increase of sixpence per day for all ballast guards.—Ed. Although no official intimation has

The Value of First Aid.

An Orange correspondent writes—A serious accident happened to Mr. Leshe Mitchell, representative of Messrs. J. Connoll and Co., Sydney, on August 11th last, between Cudal and Manildra, while driving to the latter station to catch the mail from Forbes to Sydney. When about nine miles from Manildra the horses became restive, and in consequence both the driver and Mr. Mitchell were thrown out of the vehicle, when one of the horses kicked Mr. Mitchell on the leg, causing a compound fracture. the leg, causing a compound fracture. This occurred at 3,30 p.m. After some trouble the unfortunate man was conveyed to Manildra, and only reached that station a few mir fore the train 'arrived. Luckil guard knew something about ambulance work, as did also Inspector Davidson, who was in the brakevan. When Guard Linabury was told nothing had been done to arrest the bleeding or put the leg in splint immediately took steps to reliev patient, and arrest the bleeding. the assistance of Inspector Davidson they made a first-class job of it, which by the way was very highly commended on by Dr. Howse, of Orange. Had first aid not been rendered it is most likely this position that the contract of the contra likely this patient would have bled to death before medical attention could be given, as it was then bleeding from be given, as it was then bleeding from 3.30 p.m. until after 6 p.m.—a matter of two hours and a half. The nearest medical man was at Molong, an hour's journey by train from Manildra. It might not be out of place in mentioning the fact that Messrs. Linabury and Davidson hold the medals of the N.S.W. Railway and Tramway Ambulance Corps, and received their instruction from Mr. Milne, District Superintendent, of Orange, who is Superintendent, of Orange, acknowledged to be one of the best ambulance men in the State.

Traffic Troubles.

Rumours keep on reaching the Head Office of complaints amongst the men. especially at Darling Harbour, con-cerning the administration of the Traffic Award. We would suggest the appointment of a special committee to thoroughly investigate all cases where complaints exist, and draft a comprehensive written report containing full particulars so that some complete action may be taken to remedy matters.

Accumulation of Holidays.

A tramway fettler asks if he is allowed, under the tram Per. Way Award, to work on holidays and accumulate them to be taken out altogether. The clause of the award governing the case is as follows:—

Holidays.—All employees on the permanent staff now entitled to holidays chall be permitted to accomply the case is as follows:—

holidays shall be permitted to holidays shall be permitted to accumulate such holidays, but so that no holiday be so taken later than a year from the proper date of such holiday.

That clause is perfectly clear. Any permanent fettler can work on a holiday if he wishes, so that his holidays may accumulate, but all such holidays must be taken out within 12 months from the date of the holiday so work-

Rough on the Boy.

A Hamilton correspondent writes:—
A bicycle pump is lost. A boy is accused of losing it, and has to be at the loss of 1/9. The pump is found by another employee, and handed in. The boy asks for a refund of his 1/9 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 this paltry way of treating mere lads who paltry way of treating mere lads, who have to be out in all sorts of weather, and have to put up with a lot of abuse from one and all. It reminds us of the pimp 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.

HOW TO ORDER FROM THE SHOPPING DEPT.

Address all letters to Town Shopper, 435 Kent-st., Sydney. Give full name and address.

Write full description of goods you require, also say where patterns (if any) came Make all cheques, postal notes, payable to J. H. Catts. Bank notes and coin should

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 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 prior to the ecceptance 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. ter explaining the clauses of the Bill he obtained leave to place in "Hansard" some very valuable tables pre-pared by the Treasury Department covering various note issues and securithe great banks of the world. 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 Glynn, ex-Attorney-General, followed in a long speech of a negative character in which he sought to prove that the Common wealth note issue was neither necessary or expedient. He laboriously tried 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 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 Jevens, 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 con-clusively demonstrated the justifica-tion, even necessity of the Commonth issuing the paper currency and tanteeing its stability. In suphe quoted Recardo, John Stuart and the late Hon. W. E. Glad-He then proceeded to show, from actual experience, that note issues by the State had been successful, quoting, Queensland, New Zealand, Canada (8 millions), Germany, France, and England. Concluding, 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 anbank in one State refused to cash its own notes in another State at their face value, until threatened with the 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. Pror Bruce Smith wriggled and souirmed throughout Mr. Brown's speech. He took points of order, and interjected so unrestrained—that the Speaker had to call him to order for disorderly conduct. As that the Speaker had to can 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, and 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 constituencies. 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

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 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, not 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 of the mighty. We had to bear the brunt of the honorable member's at-tacks, and suffered particularly in what may be called the industrial con-

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

Mr. Ozanne.—The party nearly sweated away at the last election.

Mr. Joseph Cook.—I have it on the 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 sweaters. What he says is—it is not fair fighting—that during the last parliamentary session the Fusion had a waiter employed working the last parliamentary session the says of the

ployed 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 tell his greater what the reply ness to tell his readers what the reply of the then Speaker was, and the hon-esty 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 ernment, 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 sion 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 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 re-ceive in every case. Had he added that information, it would have put a ferent complexion upon the schedule. Minister representing 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 Governor two instances of what helped at election time to contribute to the tremen-

dous majority opposite.
Mr. Thomas Brown.—That is nothing compared with the export duty on wheat myth which the honorable member circulated round my elector-

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

Mr. Joseph Cook.—The deputation went to the honorable member, who undertook to bring their representa-

tions 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

Joseph Cook.-The honorable member also expressed sympathy with

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 The ney 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. This is a very startling headline:—"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

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

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 ar-

says:— When introducing such measures, Deakin and Co.—
there can be no doubt about the polite-

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,

It is Deakin and Co., but Mr. Fisher, M.P. Why did he got say "Comments." It is Deakin and Co., but Mr. Fisher, M.P. Why did he not say "Comrade Andy?" It will be remembered that "Comrade-Sutch" 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 members by the names of their consti-

members by the names of their consti-

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

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

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 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 hono able member speak since his brief essay in politics knows what an excellent authority on

farces he is.
Mr. Ozanne.—The honorable member is very insulting in these refer-

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

Mr. Joseph Cook.—The honorable

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 "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 to the manual of the several times to the manual of the several of the severa times on the one page. It that on 22nd July, 1909 It is set forth

Mr. Catts, M.P., moved to prevent reduction of pensions people owned their own homes, as long as they did not produce income. This was defeated on a Fusion point

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 honor-

able 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,

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 Fu-

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 THE EVOLUTION OF UNIONISM 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

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 impor-tant 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 conalso 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 percentaged down a minimum wage.

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

Under the Commonwealth, the Lahor 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 Labor Covernment but by the Deskin or Bar Government but by the Deakin or Bar.
ton 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 Govern-

ment to put it in again.

Mr. Joseph Cook: I think there were about twenty Labor members at that

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 men 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 ven-geance, namely, that the workers have no right to claim a living wage which is a marrying wage.

How is the marriage rate proceed 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 appropriate of the detriment of the appropriate of the detriment of the appropriate of the detriment of the detriment of the appropriate of the detriment of t triment 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 work-ing people of Australia. I hope the Prime Minister will forgive me for reminding him of some of the grievanc s 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, B. Stanley; General Secretary Mr. S. W. Callaghan; Councillors—Messrs. J. E. Barnfield, J. S. Hardy 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. Ladbrook (Maintenance).

Enthusiastic Night Officer.

The following letter has been received by the secretary of our Esk-bank 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 com-munications to Mr. J. H. Catts M.P., to care of the Commonwealth Offices. This means that delays are ly caused. Last week, on frequently caused. Last week, on Mr. Catts' return from Melbourne, he received several orders for shopping amongst his private and parliament-ary correspondence at the Commonard 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. street, Sydney.

(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-Free trade-Labor-ratter Cook, has been the base of its foundations in practical pobase 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 overseasoned with the various political formulaes 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 tion, 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 faternal brother across the briney-

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 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 stead-ily rising. He had hopes for the future. ily rising. He had hopes for the future. He believed the voung 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, marchin steadily forward to their industrial and political emancipation." and political emancipation.'

Political emancipation is the first thing to accomplish; after that, indus-trial 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 arbitrators, and the dispute will be settled in the interests of the whole people, instead of the interests of the share-holders in this or that combination of employers, monopolies, or capitalistic coercionists.

It may be assumed that the natural corollary of a common interest in in-dustrial 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 pro ducers 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 signficance that is only a laurhing 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 ther are true to themselves on the day they are called to record their votes in September next, they will have advanced another sten in the pathway to a better share of the wealth that they

We offer our sympathy to the men 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 insolence 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 overbor strength in rederal pointics 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 core we can was put in the forefront by the capital controlled press. A war scare was created that might have sent a more thoughtful community into paroxyisms 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 native-born applicants for it, and even that ruse failed, although several batches of pseudo-soil tillers were batches of pseudo-soil tillers were sniuggled 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 offer-ed 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 Pair extend to them the welcome due to Britishers. At present we can only extend

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 orbilent grandeur property too is recommended. of pulent 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 Hux-ley that if it cannot be applied to the amelioration of the masses, 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 Transpor-tation Societies, Messrs. Hyett and Bustelli for the former and Messrs. Evans and Walsh for the latter to con-cider the advisability of advisors. sider the advisability of adopting some scheme for the closer unity of railway employees. After deliberating from 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 ties for adoption or rejection. Ther is a strong feeling for "One Society," and sectional branches with full sectional antonomy 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 movements, is strongly supporting the Amalgamation idea. In an article, headed "Strength in Unity," in the issue of August 11th, the "Labor Call"

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 con-trol 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

Amongst the many questions that such an organisation as that pro-posed 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 prin-ciples of vital interest. As far as the rank and file are concerned, the general feeling about the propsed 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 we have here strengers by contending we 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 ar-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 fol-

"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.

Last week we were able to clear 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

experience in the extra gangs—about four years. These extra gangs are lito be sent anywhere for work in metropolitant area. These extra the metropolitant area. These extra gangs did re-sleepering 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 metropolitant area. the first class spikers to receive 7/6. The majority of the gang receive only 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 3½ 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 necessaries.

run me into per week. The list provides for ordinary necessaries.

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 rates by taking a monthly ticket. It is from Hurstville to Sydenham. The length I am working on at present starts from Sydenham.

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

ing 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, 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 half a dozen children to gang is very heavy. When you are resleepering, and you have plastered the spiker, the work is very heavy on 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. We they are re-sleepering the jacks

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.

clothes and boots per week. Would that cover the total outlay?—If I could

have averaged it up for the twelve months I cannot say that it would co-

ver 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 con-

ditions under which you work that you

are entitled to the 8/6?—Yes, the work

I see in claim 4 that spikers are asking for 9/6 per day. Do you consider that a spiker is above the aver-

age workman?—Yes. Before you can get the extra 6d. a day in the gang

as a spiker you must have a fair know-ledge of the work of plate-laying right through. You have to be able to cut

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

ready to go in and get the timbers ready to go under the crossing. A spiker is a skilled man. He has to be

sleepers one end so that they are

s worth 8/6.

You have allowed only 4/6 for

GEO. H. WEBB, Surgical & Mechanical Dentist, put under the road, and the line is lifted up under the metal. Some gang-ers have different ideas. The ganger 117 OXFOR) STREET (Opp. McIlrath), DARLINGHURST. I have served most my time with, would have the road lifted up, and we Absolutely Painless Extractions, I/- each. would have to get the big hammers and knock the sleepers off. Two men Gold Crowns or Gold Fillings from 10/6 ea. go along on on each side and knock them off each rail a certain distance where the jacks have lifted the road Patent Suction sets from £1/1/-. All Work Guaranteed. high enough. After that you go back and get your shovel and shovel the D. A. HUTCHISON, In some places it is not heavily covered, but in others the met-al 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

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Wet Through With Perspiration. 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

tween 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 gang-er will recommend him for a spiker er will recommend him for a spiker—
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
crower is a more skilled man than a
spiker. The men crowing have to
have nearly the same knowledge as a
pressman. You have with a crow to
crow the rails and curve them, the
same really as you have to do in 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. z

The Chairman: The skilled know-

ledge 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

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.

Do 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 coming out of the road.
Then when you are putting in cross-

ings 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 sit 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

ty 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 Otford tunnel we had Sunday work then. At Otford every other Sunday, and Woy Woy tunnel we had Sunday work. Sunday work.

The Chairman: You claim for Sun-

day 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 Sun-day 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 not 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 ome on Saturday and get back on Saturday night, so as to be there on Sunday morning to work, so I had to day 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 Eunday, I think the actual time we worked was 44 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 93 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 93 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 Sun-day 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 93 hours—

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,

the time we had lost. From the Sun-day work I lost half a day in that period, whereas very likely if there

had been no Sunday work we would not have had to lose it. I have seen

men who were not there on a Sunday when they were put off. They got reinstated, but they lost over a week

plus the time worked, if any. 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

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 will carry me on the as I expect 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 dainty 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 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 du-

plication works were to get the statu-tory and picnic holidays. What is to apply to men on deviation and dupli-cation works?

Mr. Fraser: Men on deviation and duplication works take out their holi-

days 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-sleep-ering and that class of work, does this mean that they do not come under

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.

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

Mr. Fraser: As a matter of fact, on

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 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 convnience 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 Unanderra, I think, the starting place from ra, I think, the starting place the camp was between a mile and a half and 2 miles. We were compelled to camp at Wollongong. Some half and 2 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 working there we would catch the train that left Wollongong at 6 o'clock and go to work down the train that left work down the 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 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 con-

venient for him to call the men out if they were camped on the job they were

working on. Chairman: The alternative would 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 jcbs 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. 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-sleepering.
Mr. Fraser: Are they not on the spot in all those cases —No, they are

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

How many other cases occurred of

that kind of your five years' service?
—When we had been doing the re-

When we had been sleepering right through.
Where?—In another case we were outside Wollongong reworking outside Wollongong re-sleepering, 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

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-sleepering on the Mudgee line the camp was put up. I think very 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: It there envising further

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-sleepering 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 2½ 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-railing

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 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 happens to be going past where you 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. The single man's home would be where his work is, it would not cost him so much?—I could not speak for a

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 would cost me more.

They charged you more for 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 cast me 5/- or 6/- a week more.

Using Paper Plates for Animal Pets will be found to be a good plan. Some people do not take care to wash the plates kept for dogs and cats, although they should be kept scrupulously clean and used for no other purpose. Paper and used for no other purpose. Taper plates, which may be bought by the hundred for but little money, may be after they have been used. It is also a good idea to have a piece of zinc put on the back porch where the pets are likely to be fed and place the dishes there for them. The zinc is easily cleaned.—R.I.W.

ANSWERS TO CORRESPONDENTS.

(Continued from page 5.)

No. 351.—I am pleased to advise you that your dress went forward last night. I will be very glad to hear that it suited you.

No. 354.—Yours of 15th to hand. Glad to learn the wife is sending along an order. I will see the best attention possible is given

No. 355.—Your order of 15th to hand, with enclosure £2/11/6; balance of 1/6 made it £2/13/-. The order was placed as directed, and all the goods have gone forward, except the travelling rug. A new consignment of these is landing, and the firm will send you on one within a few days.

No. 352.—Your letters of 14th and 15th received, with cash £2/0/6, the balance of 10d. made it £2/1/4. The bran cost me 10½d, per bushel, with freight, 9/6 the bags Groceries cost 27/7, freight 2/-; total spent to-day on your behalf being £1/19/1, leaving a credit balance of 2/3. All went on by the boat, and I hope to hear you received them O.K.

No. 353.—Yours of 12th with enclosure £2/19/5. The grocery order has gone for ward. The cost of your list was £2/3/3 you said send Sunot tobacco for the balance. I thought best not to send more than 2lbs. of tobacco at 5/7 per lb., so that I have still a balance to your credit of 5/-. Freight to be paid at your end; the cost will be exactly the same as if paid here.

No. 349.—Your order for one of Orchard's 25/- watches duly received. The sale being on now, I managed to get one of their 30/- Railway watches at the reduced price of 25/6, reg. post free. You should get the watch by the same mail as this letter, and I trust that it will open up to your entire sansfaction. With regard to the fretwork wood, I am finding it pretty hard to get at the items, but as soon as I have all the items fixed up I shall advise you

No. 351.—Your favor with postal note value 7/- received, and the credit balance in your name of 2/7 made the amount 9/7. The trousers at 5/11 proved to be the very cheapest procurable, and these have gone forward to you. With regard to tan boys' boots, anything decent in this line cannot be had under 4/6, and I know you want a fair line (black boots are cheaper). I thought I would hold it over until I could hear from you again.

No. 332.—I am pleased indeed to have such a large grocery order, and have had them sent to-day. No. 1 cost 19/5, saving you 3d. No. 2 cost 30/6, saving you 1/3. No. 3 cost 20/11, saving 10d. Total, 2/4. As you had quoted these lines at cut city rates, I think you will consider this O.K. I carefully noted your instructions, and gave orders accordinging. Let me know how they open up, and send any other orders you can. I promise to do my best for you every time.

No. 350.—Your letter of the 15th instant to hand (enclosed was 15'-). The boots and shoes have gone forward, prices as follows:—I pair boys' 6/3, I pair infants' at 2/4, I pair child's at 4/11; postage 6d. I trust they will please you. I have now 8d. credit against your next order, which I am looking forward to. The envelopes have been changed, and others sent you now. I trust the delay has not inconvenienced you.

No. 224.—I have your letter of the 10th instant safely to hand. The trousers at 5/11, corsets at 2/11, have gone forward to your address, and I trust they will open up to your entire satisfaction. I am pleased to know you will entrust further orders to my care and judgment, if this one is to your liking, and for that reason I have taken special pains to see that all was the very best I could get. Now there is a small balance of 2d to your credit, and I shall hold it till I hear from you again, when I trust there will be other orders to fill.

No. 353.—I am delighted to get your order with enclosure £4/3/-, and have already filled at at Horderns', and it goes forward to-morrow. I was unable to get a shirt under 4/6, all the others being sold out, so I sent the 4/6 line. The holland embroidery was all gone, so I left it out of the order until I hear from you again. These goods cost £3/15/8, and I am trying to get them through freight free; but if they won't pay freight, I shall pay it and debit your account with the amount. I have a credit in your name now of 7/4. I hope you will send me some more orders soon. What about groceries?

No. 325.-Your letter, also returned gloves, to hand. After vainly seeking all the principal places in the city, I have to confess to failure. Josephine, La Toska, and Marguerite gloves are not now stocked in the city. Messrs. Arnold, Foy, and Anthony Hordern all say they have the La Toska, but they are not branded, so I would not send them to you without first hearing from you. Messrs. Anthony Horderns' have the Josephine glove, but not in green; they have Josephine suede in night colors at 5/11. Another brand, "Valiur," can be bought at 4/11, and are recommended. What shall I do? I am very willing to buy anything on the market. Will you drop me a line? Are there any other goods I can buy for you—boots, drapery, etc.?

No. 334.—Your valued order with enclosure of £2/5/- to hand to-day. Your credit balance of 1/5 made the amount to £2/6/5. As Lassetters' sale is just now on, I got all the goods you required there. I think I erred on the side of quality, and was able, byt spending £2/4/7, to send you the whole of the goods excepting the bonnet. For a nice one I was a little short of cash. The bonnet I would like to send you would cost about 4/-, and as the could be posted I thought I would let it stand over till I could hear from you. The goods have been forwarded to-day, and I hope to hear that you received them by Thursday's mail. Let me know how you like my selection when you send re the bonnet. Don't think anything I can do for you a trouble if I can please you, then all I do is a pleasure to me. You will see I have a credit balance in your name of 1/10.

No. 330.—Your order with p.o. order value £4/14/- received. The balance at your credit 72/9—made the amount £4/16/9. The soft goods, groceries, flannel, and buttons I ordered from Horderns', and they sent them to the railway on Friday night. The cost (invoice enclosed) was £3/3/2, and as the freight was only 2/. It told them to pay it. The four boys' hats, 2 pairs men's sox, and one pair chilk's sox, cost 19/2. The sandals were marked 4/3, and the bluchers 9/-, but as I had spent a good deal of money with them to-day I managed to get them knocked down to 3/- for the sandals and 8/- for the bluchers. I feel sure you will think these exceptional value. The protectors went too. Price of wire mattresses are given on the attached list. I am going down to Taylor's to order the bran to-day, and will not fail to ask for an advt. Total spent was £4/15/11, balance in hand is 11d. Please let me know how these open up when you send next order.

No. 221.—Your letter of the 4th instant, enclosing £4, duly received. The different items have had special attention, and have gone forward. The corsets at 5/6 (I went a little higher in price than you said for a much better article), print (Hoyles') at 5/9 the dozen yards, towels 1/1½ I had reduced to 11d. Total 3/8. Five yards of sheeting at 10d., 4/2 The five yards twill I managed to get at 1/2 per yard, 5/10, and the underskirt at 5/6 I bought for you at Lassetter's, and think you will be pleased with my selection. The boots I got at Fay's, as you desired, and they look a very nice pair, price 14/6, postage 1/—15/6. The Huckerback is unobtainable in Sydney just at present, the same as sample sent, but as the length ordered is what is used for a vest, I concluded you did not want to match the other exactly, so I sent the very nearest, and the difference is so slight that perhaps you would not notice it; price 1/11 per yard—1/5½ for three-quarters of a yard. Mark Foy's had the same resilda as ordered and reduced it to 3/11½ per yard. The tape and buttons also go from Foy's, cost 11d.

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 on Sunday atternoon 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 Representative on the Railway and Tramway Appeals Board, occupied the 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. M'Evoy (Locomotive Superintendent, Eveleigh), who has taken a very prominent part in the agitation for a superannuation scheme

tation 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 su-perannuation for the railway and tramway men of this State. As far back as 1903 they made representa-tions 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. Superan-nuation 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 of superannuation. On returning to the city, he was sent for by the exe-cutive of the Superannuation Committee, consisting of Messrs. Simpson, Graham, Richardson, M'Evoy, 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 Committee 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 nerits. 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 Com-missioners and the staff. Mr. Brenmissioners 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

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 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 con-tinued 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 inson 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 possesion, 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 had every reason to believe he was in earnest and doing his lieve 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 the staff (applause). The financial basis of he bill had been criticised by a gentleman who poses before the public as a benefactor, a temporal moral 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 robsaying 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 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 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, and he replied that no men would go until he knew the result of the

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 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 allow-ance on the average of the last three yars' salary. Five per cent. on that basis would be equal to 1½ per cent. of the railway and tramway men, and it would be found that the amount paid 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 and tramway men ran great risks; the only risk the civil servants ran was of 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 salety equal to and together with a salary equal to, and together with, their pensions. The Police Fund was on a basis of 4 per cent. and many 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 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; $1\frac{1}{2}$ per cent. on that amount is £50,544, and the suggested in the suggested 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 preserve the state of the superannuation of the superannuation scheme by the Rev. J. E. Carruthers. pare 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 sal-£,200, and made this the basis of his at £200, and made this the basis of his criticism against the scheme. On the 10th August, he discarded this £200 basis, and set down the average rate of salary at £150. Mr. Moors, expresident of the Actuarial Society of 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. Carwickers. ruthers, 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 secur-ing 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 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 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 membered that each superannuation-proposal must be considered in rela-tion to the class of employees to whom it applied. Railway and tramway em-ployment was of a different character altogether to that of ordinary indus-try. The risks to life and limb were ever present. The Rev. Mr. Car-ruthers with his white hair and ad-

vancing 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 eyesight 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 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 enforce and 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 ment, 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 2.760 employees injured in those 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 recog-

nised that superannuation provision should be made in regard to their em-

ployees. 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 Ca had established. 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 interfund from their profits in the interests of their own employees. The Pennslyvania system east and west of Pittsburg, with 172,000 employees had etstablished 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 age 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 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 en-abling 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 honofit of schemes on others, for the benefit of their employees when they could no 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 capitalistic 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. 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 and over the same distance of 200 and over the same distance of 200 and the control of the same distance of 200 and the control of the same distance of 200 and 20 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. 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, at that the total remissions of the 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., 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 politen 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 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 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

employees, having considered scheme now before Parliament, presses its satisfaction and thanks to both the Government and Opposition for appreciating the necessity exist-ing for some such provision to meet the special circumstances of railway and tramway employment.'

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

There was only one dissentient, who

tions 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 the coming general election to get what they wanted. If a man was dis-missed he could appeal to the Appeals Board, if dissatisfied, then to the Chief Board, if dissatished, then to the Unier 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 would be the Covernment be of 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

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

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 winmer 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 supplied become candidates, 12, for municipal honors at the forthcoming aldermanic elec-Tuesdays in the Brickmakers' Office, opposite Town Hall, King-st., St. Peters, and if we dont 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 condidate when the election

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 sewing-room, or any other part of the

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.

clause struck out.

The dissentient, being now convinced, joined forces with the major-

St. Peters-Camdenville P.L.L.

day comes round.

What Other Women Have Found

When You are Too Thin.—Here are few hints for the thin girl: Slow and thorough mastication puts food into condition for digestion. "What food condition for digestion. "What food shall I eat?" you ask. Beef, fish, chicshall I eat?" you ask. Beef, hish, 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 lik-

ing: Fasting for the Fat Cirl.—Fat 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 Hat, now? Something classy to go with that Spring Suit or smarten up the old one. There is a Black Flexible, Up-to-NOW Shape, narrow brim, low crown; or a Lounge, bound or unbound to your taste, in Greys, Greens, and Browns. These are five half-crowns' honest value, 10/6.

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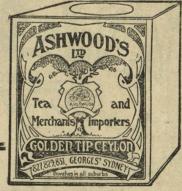
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TRAMWAY RUGBY UNION.

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 on Sunday, August I, 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. Bohrsmann at his house at 11.30 a m. after which they 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. 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 Driscol and Moran. On Monday night the visitors were entertained at dinner 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

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. Candşell (manager of team), on behalf of the visitors, presented Mr. Jas. Kirgan with a handsented Mr. Jas. Kirgan with a hand-some silver-mounted umbrella, suitably inscribed, for the kindness shown in 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's suitably responded. In the afternoon the team were taken to the Pictures,

house, where the night ended in real

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

On Thursday night the team spent the night at the Tramway Boxing Tournament, by invitation of the Box-ing Tournament committee. The team left for home on Friday night, after spending a good time in the metropo-lis. The manager of the visitors, Mr. Curtis, Mr. Candsell, and Geo. Neus are to be complimented on the efficient manner in which they handled the team. The team are also to be con-gratulated on the manner in which they conducted themselves, both on and off the field. The games were 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 Syanev. 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 fellowthat is for the up-lifting of his fellow-workers, not only in the railway, but those outside. He is always ready ta assist in all cases of distress, not only by his service, but by his purse. He 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 proceeded in stations as number of 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.

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Monaghan, Picton.

F. Ryder, Upper Picton. A. J. Gillard, Picton.

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. Hourn, Mount Victoria.
Wm. Denihan, Botany.
W. C. Charlton, Narrabri West.
— Walmer, Newtown. - Walmer, Newtown. Wm. Cooper, Tempe. James Smith, Waterloo. James Smith, Waterloo.
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. Stitch, Auburn. Robert Brand, Campsie.
G. Stitch, Auburn.
Arthur Mills, Leichhardt.
Frank Johnson, Belleview Hill.
F. L. Highfield, Cullinga.
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. O'Connor, Narrabri West. W. Vine, Narrabri West. Arthur Jones, Marrickville. Arthur E. Jones, Newtown. E. A. Smith, Petersham. L. W. Peake, St. Peters.

Ichn O'Brien, Auburn.
Frank Smith, Parramatta.
Thomas Duffy, Glebe.
Thomas Mills, Leichhardt.
Joseph Thompson, Auburn.
Michael O'Connor, Concord.
Harry Smith, Burwood. Harry Smith, Burwood. T. Hagan, Mittagong. M. Butler, City.

— Millican, Redfern.

A. Chapman, Lue. A. Chapman, Lue.
T. J. Irwin, Rylstone.
E. Beamey, Capertee.
L. Smith, Wimbledon.
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. T. Blanch, Manilla.
Wm. Douglas, West Tamworth.
H. Beavis, West Tamworth.
Edward Timmins, Attunga.
H. Ward, Armidale.
C. Welsh, Picton.
D. McDonald, Wallendbeen .
A. Nearv, Bell.
C. R. Hughes, Bell.
D. Panton, Narrabri West.
H. Chapman, Brewongle.

QUEENSLAND AWAKENING. Sectional Unionism Tottering.

On August 8th, the first State congress of Trade Unions was opened at the Trades Hall. There was a large assemblage of delegates from the

whole of the Oueensland Unions.

amongst whom we noticed the names of Messrs. Callaghan and Sherry, of the Queensland Amalgamated Asso-

ciation.
Mr. E. J. Henson, President of the

Trades and Labor Council was voted to the chair, and during the course of a vigorous address dealt largely with the question of Union organisa-

Complete Disorganisation.

Mr. Hanson's statement under this head was a timely and courageous utterance. He said:—

I need not point out how desirable, how absolutely necessary it is, that their ranks should be closed

up if any solid progress is to be hoped for. I refer more particularly to the city unions, who are for the

most part in a state of complete disorganisation.

The most important business to come before the Congress is undoubtedly the question of the Federation of Labor—the closer union of

unions. It was very gratifying to me

to see the way in which this great subject has been approached, and I have full confidence that the differ-

ences now existing between craft unions will be effectively removed,

local jealousies overcome, absolute interdependence fully recognised—

the skilled and the unskilled being essential one to the other.

Th conference took this burning

question as the most important of all, and much time was devoted to its consideration. The following resolution was adopted:—

Recognising that the time has arrived when there should be some better method of constant and regulat-

ter interdependence, consultation, and alliance between Queensland labor

unions, your committee recommends

for acceptance the constitution and rules of the Queensland Provincial Council of the Australian Labor Fe-deration, with modifications in re-

deration, with modifications in respect to representation on District Councils as the best means of consolidating the unions, and avoiding the dangers which invariably arise from isolated action on the part of any union or club without reference to those on whom they may be dependent for success.

The Queensland division of the Australia

The Queensland division of the Aus-

A. J. Gillard, Picton.
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. Wm. Gregg, Bredbo.
Mrs. E. Brogan, Bunyan.
John Hugget, Cooma.
Mrs. Geo. Feney, Williamsdale.
Mrs. M. Wallas, Royalla.
W. Ailport, Ardglen.
A. Sinclair, Ardglen.
C. Penrose, Murrurundi.
Mr. Mullins, Murrurundi.
C. Hungerford, Willow Tree.
F. J. Broderick, Muswellbrook.
G. D. Edwards, Willow Tree.
A. Drew, Marrickville.
Osca Higgins, Bogan Gate.
E. Cutting, Yarrabandai.
— Burke, Forbes.
F. Yabsley, Monteagle.
W. J. Neylon, Young.
Wm. Simmons, Carcoar.
Owen McGrath, Mandurama. Owen McGrath, Mandurama. Charles Gallagher, Chippendale A. N. Blecker, Dundee. R. Ponsberry, Harden. A. Lidden, Harden. W. H. Bond, Colona. C. Nesbit, Marrickville. C. Murray, Wongarbon. Evans, Harden. Elliott, Harden. Mason, Harden. Mrs. McGrath, Mandurama. W. G. Green, Rhodes. John Langford, Hamilton. James Graeves, Lismore. Mr. T. Marshall, Corrimal. Mr. J. Malone, Cathernal. Mr. J. Malone, Cathundral.
Mr. J. Malone, Cathundral.
A. B. Gilbertson, Erskineville.
Charles Wright, Cobar Line.
John McMahon, Cobar Line.
E. White, Mullengudgerry.
A. T. Roberts, Belaringar. Thomas Genson, Culcairn.
Charles Batten, Longreach.
Harold Twyford, Cootamundra.
P. C. Watseon, Cootamundra. Charles Batten, Longreach.
Harold Twyford, Cootamundra.
P. C. Watseon, Cootamundra.
T. Webb, Byron Bay.
P. Healey, Blacktown.
Thomas Jarrett, Botany.
William Bergan, Rozelle.
Jas. Quain, 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, Woollahra.
Patrick Glynn, Randwick.
Mark Edwards, Five Dock.
Samuel Kirchner, Ashfield.
William Tucker, City.
John Quigley, North Botany.
James Berry, North Botany.
James Ward, North Sydney.
John Gorman, Leichhardt.
Mr. Dickenson, Wingen.
R. Edwards, Ardglen.

tralian Labor Federation has for many years only had the support of a total of 13,000 unionists. It appears now however as thought 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 fellow with interest the outcome of the follow with interest the outcome of the conference proceedings.

The Queensland "Worker." The Brisbane "Worker" is recognis-ed as being an advanced, ably-edited exponent of the interests of the toil-ing masses. It has printed powerful leading articles week after week, advocacy of industrial unionism. H are some extracts from its leader of

The trade unions unquestionably pioneered the way for the political action of the working class in Aus-

Even yet they supplied the Labor

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 beraking 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

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

or bank clerks?

They are workers, one and all, subject to 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 pro-gress, but time after time has brought disaster and bitter humilia-

tion 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 mem-

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).

(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 recording the desirability of the whole

dressed 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

ployees 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 night-officers, clerical officers and 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' branchs would be asked to meet for a day to thoroughly revise these adapters hedge ledging with the officers branchs would be asked to meet for a day to thoroughly revise thes eclaims 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 case 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 case 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 greating of this bind in the following mated 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. have his case impartially represented by means of the Association. As a matter of fact, this had happened on several occasions. To give one in-stance 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 de-ceased 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

came to an end.

by a wall of pettifogging trade in-terests and jealousies over which it can see little or nothing of what is going on in the great world out-

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 vears 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 polishness of sectional aloofness:—

Every day it is becoming more

Every day it is becoming more celarly manifest that sectional union-

celarly 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 progress 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-union-

In the days when handicrafts flourisht, 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 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.

EXCHANGES WANTED.

Advertisements-3 insertions 2/6 prepaid.

GATEKEEPER, at Shalleharbor, receiving 5/- per week and rent free, wishes to exchange with similar position in the southern districts.

Apply G. ROACH, Fettler, Shell-

RAILWAY MEN'S SAVINGS.

Are Banking Facilities Wanted?

Mr. J. H. Catts, M.P., is in receipt of the following letter from the sec-retary to the Government Savings

"Dear Sir,-In accordance with your expressed request in your interview with the President for particulars of the suggestion made as to providing facilities at the railway sheds on pay day for the men making deposits in the Savings Bank, I have to advise as follows:

"(1) That a proposal was made that an office attached as an agency to Redfern branch should be open for deposits only on pay day or alternately the day following pay day. An interim receipt would be given for first deposits, and the book afterwards posted to depositor to be used for all subsequent

transactions. "(2) Men depositing would have the Redfern or any other Suburban or City Branch, and deposits from one shilling upwards could be made.

"(3) The Railway Department are prepared to grant us facilities for this work, 'if the men have expressed any desire to have a person at the shops to receive deposits.

"I shall be glad if you can make such enquiries as are within your power as to the extent to which this proposal would find favor among railway men, as the only object before the Commissioners is the encouragement of thrift and a considerable amount of work would be involved which would only be justified by a fair body of support"

[We would now like to have some definite expression of opinion about, or request for, the provision of these faci-lities. It will be seen that if the men want them we can have them provided.

To Remove a Tight Ring.-Wind a piece of flat elastic snugly about the finger, beginning at the tip continuing to the base. Hold up the hand for a few minutes. The swelling will gradually decrease. After taking off the elastic put it as a contract area. elastic, put it on again at once, holding up the hand again for a moment or more. Remove the elastic. The finger will by this time probably be small enough for the ring to be slipped off.

Mental Effects of Sunlight.—If you wish to see the good effects of sunlight make mental notes on the depression around you on the next cloudy day: then of the brightness of people's spirits on a sunny day. The difference is as interesting as it is marked. Watch a baby grab a supleam: this ray of a baby grab a sunbeam; this ray of brightness often changes a fretful cry into joyful cooing.

Mouth-Breathing a Factor in Throat Trouble.—Some of you say that you cannot breathe through your nos wonder your throat is irritated. Mouth-breathing is too important a factor in throat trouble to be over-looked. If you cannot correct this habit by force of will then be sure that some condition in your nose or throat

Correspondence.

The Washing Sheds' Rot.

To the Editor.

Sir,—Re your remarks in the "Cooperator" 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 re the unhealthy state of same. In the re 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. 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 ergear of these carriages. I am sure if you were to give this a personal inspection you would think the men are ver 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 week arriving at Sydney Saturday morning each 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 in-stead of two days, as before.—Yours, etc., EXAMINER.

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 neruse 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 \$\frac{8}{17}\$ nor diem of 10 hours equiper. ceives 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 after hours to do his accounts, for which he receives nothing. The fettler receives 7/6 per diem of 8 hours, equal to 11½d. per hour, and overtime if he has to work. Comparisons are edious, but there is parisons 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 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 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 station-masters ir 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 con-cerned would be more fairly met by six classes, lowest grade stations be-ing not ten grades less than highest,

Grade	Min. Salary	Max. Salary
1	£450 p.a.	£500 p.a.
2	£390 p.a.	£440 p.a.
3		£380 p.a.
4	£270 p.a.	£320 p.a.
5	£,210 p.a.	£260 p.a.
0	£150 p.a.	£200 p.a.

These salaries in addition to quarters now allowed. The increased rate is absolutely necessary to be on 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.

ally approved.

11.—All vacancies to be published in

weekly notice, ditto.

12.—Six days to constitute a week's work—Desirable and consider gener-

ally approved.

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

adding the words after "in lieu there-of," such time to be included on an-nual pass." This is not now the nual pass."

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

Federal Labor Government, 1904. 15.—Same arrangement to apply to salaried staff in regard to punishments as provided for in tramway traffic

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 Wares 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 brown exists were have the free to six months. erts knows a trick worth two of mak-ing 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 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 adapta-bility are made permanent. Their ac-cumulated service is never less than two or three years, and frequently from three to six years. Inspector Rofrom 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 $7\frac{1}{4}$ per cent. less wages than the men he considers 5 per cent. their in-

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 Mudmee line a few months ago, which laid him up for several weeks. I venture to say his nerves are somewhat strained size that unfortunate aggidates while ed since that unfortunate accident while riding his motor tricycle. Sub-Inspector Dews collided with an engine in Penrith two wears 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 conger runs his 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 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 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 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 per centage of them are in financial diffi-culties, and are only able to obtain limited food and limited clothes for themselves and families. Fruit, lol-lies, 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. 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 knowldege of fettling in the true sense of the word, for he would have to learn to lift a road for a long distance: to 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 weeding is not hard work. I differ with him there, as when weeding you are in a continuous when weeding "ou 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. per to extra ganger, therefore, he is no practical authority as to the hard work part of it. Now with the undermanning 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, under-manned. I must say this admission of undermanning 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 sition under Commissioners. without the road is in mod 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 vard men have too much work. Just fancy a Sydney vards ng too much having too much work for the men. He says that can be got over by making 2 gangs of the 8 men, and adding another ganger. Presumably to grind other ganger. Presumably to grind a bit more out of the already overworked men. As to the nervagain on account of the fact traffic. Is this not a nervous croaching too much on your valuable on your valuable space, but trust some abler pen than mine will take un this injustice to the Per. Wav men, and also for the safe travelling of the public

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 strain on a man Sir, I fear I am en

lic.
Yours, etc.,
PUT IT UNDER
THE SHOULDER.

BRANCH MEETINGS (Continued from page 3)

Junee.

The monthly meeting of this branch was held in St. Luke's Hall on Saturday night, August 13th, 1910, Mr.

urday 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 tha ta safe-working class be formed if satisfactory arrangements solved tha ta safe-working class be formed if satisfactory arrangements can be made. The following new members were proposed by Mr. E. Pacev and admitted to the branch:—A. Willing. G. Gillies Jas. Gardener, 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 defraving 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. McLennon 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 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.

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 corretory. 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 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 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 Clarence siding and comes to work in one of the gangs. Yours being a rail-way 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 with the conditions under which we are working. I hope you will excuse me for trespassing on your smout 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 balancethem 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, hop-ing 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,

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 reprimanding him. This is not the sort of treatment one would get in a

Always Cive Measurements.

private firm.

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."

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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 ½, ½, and intermediate sizes. Equal to tailor-made. Usually 10/6 and 11/6

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 1/61/2 Not out-of-date shapes but all New Models, such as the Deep Block Edge in ½ 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 1/61/2

21/- Overcoats, all sizes, IO/II. 25/-, 35/- Overcoats, all sizes, 19/II 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, 81/2d.

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

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Good Value at 3/6. Good quality Zephyrs and Percales, 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

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, G eens, Browns and Dark Tones predominate, in Checks, Stripes, and Interlines. Double sewn wearing parts. 3/2

2 ll Merino Singlets, 1/6½

5/6, 5/II Crimean Shirts, now 4/-6/6, 7/6, Crimean Shirts, now 5/3.

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

Suits. Just the thing or Spring wear Sizes 5 to 7 only. Usually 40/-, 42/-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, Incurved or Semi-fitting Waists, Draped or Semi-fitting

steds Serges, Sergerettes, Silk Mixture Cloths. 1/4, 1/2, and Ordinary sizes. 45/- High Grade Suits, a'l sizes, 36 9 55/-, 63/- Tailor-made, Ready-for-Service Suits, a 1 sizes, 47/6.

9d & 1- Fancy Half Hose, 5½d. 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. 2/6½ doz. or 5½

1/6 Fancy Half Hose, 101/2 d. Ill All-Wool Cashmere Socks, 1/6

FANCY VEST Special 10/6 and 12/6 Fancy Vests, 6/II

The styles are Panelled, Bound or Unbound Edges, with bound or fancy welted pockets to match. Regularly werted pockets to match. Reginary priced at 10/6 and 11/6; also our 12/6 line of English Fleecy Colored Vests, with woven panell d 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, 68 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,

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

6/6 American Lounge Hats, 4/II 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

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

Up-to-date Models in all the latest colorings of L ght 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

I/6 Broad-ended Ties, 10 1/2 d. All 2/- Fashionable Neckwear, 1/4½

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SATURDAY, 20th AUGUST

Railway and Tramway Appeals.

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

THURSDAY, AUGUST 11, 1910. THE BOARD.

MR. C. HODGSON of Lines, Traffic), Chairman. MR. J. S. SPURWAY
(Sec. for Railways) Commissioner's Representative.

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

Thomas Verney, driver, Penrith, was charged with breach of rule 64, in passing a starting signal at danger, without authority, and running through locked points.

Punishment.—Fined one days' pay.

Appellant denied his guilt, and defended his own case. The evidence put before the Board was that Driver Verney had the authority of the S M.

verney had the authority of the S.M. to pass the starting signal for the purpose of clearing the points that were foul. In doing this he ran through a pair of trailing points interlocked, which the driver stated he could not see in time to stop. Practically the whole of the evidence was in appellant's favor, and the Board upheld his appeal.

William George Boyle, cleaner, Rozelle car shed, was charged with idling away from his work, and generally unsatisfactory history.

Punishment.—Dismissed the service.

Board dismissed the appeal. Herbert Dowell Inc. Robinson, dynamo attendant. Ultimo power house, was charged with: (a) Failing to carry out the shift electrician's instructions with regard to the repairs to an excit-er; (b) Smoking away from his post, and (c) generally unsatisfactory con-

Punishment.—Dismissed the service. Appellant in this case was represented by a solicitor. The case was a very lengthy one. The Department called a number of witnesses, who however, fared rather badly in crossnowever, fared rather badly in cross-examination and generally failed to sustain their evidence in-so-far as it reflected on appellant. Robinson, on the other hand, stated that he had ar-ranged for five witnesses to attend on his behalf, yet not one of them had put in an appearance. The Board de-cided that under the circumstances they must uphold the appeal.

Walter D. Shoesmith office boy, Sydney, was charged with carelessness in neglecting to deliver a telephone message, thereby causing much trouble and delay.

Punishment.—Fined 2/6.

Appellant pleaded his own case. He

Appellant pleaded his own case. He expressed regret for the carelessness, which he described as a slip of the mind. He had a clean record in the service, thereby causing r htmer ham the fine and impose a caution.

TRAMWAY SPORTING NOTES. By Troubadour.

By Troubadour.

The annual road race of the Waverley depot will take place to-morrow (Friday) at 10.30 a.m., commencing and finishing at the Sydney Sports Ground. There are 50 entries from the various depots, the prizes are large, and the dark horses are well hidden by the handicappers, so there should be a great morning's sport. At the finish of the road race a football match will take place between Waverley depot and Ocean Street Depot (League rules). The latter team have decided to play the League game in the future. The committee in charge of the road race, headed by Geo. the future. The committee in charge of the road race, headed by Geo. O'Dwyer, Freddy Brennan, Joe Morris and Joe Clifton, are to be commended for the perfect way this annual affair is carried out. At night time at the Railway Institute, a big "smoko" will be held, at which Mr. Harry Rickardson will distribute the medals won at the boxing championships, and also the boxing championships, and also the trophies to the winners of the road race. The joint committees (boxing and road race) have joined hands to make this one of the biggest evenings yet held by the troubs. In addition to the best of artists, a string band will be on tap, and there will be refreshments galore. On the road race handicaps we look to Murphy. Overmyer, Baxter, Cameron and Hopping to be in the first flight at the finish. "Old Barney," 57 years of age, is a starter, and the young 'uns will know they have been running before they The joint committees (boxing

catch him. Tommy Ireland, Rozelle runner up in the 11st. 4lb. championship, had the bad luck to have his collar-bone broken playing football against North Syd-Dev. last Monday week, in the troubs' Union football competition. It will be some time before Tommy will be able to work, and being a married man it comes all the harder.

have been running before they

There has been a lot of talk over the recent championships, and it has been decided to hang up a trophy for Paddy Jones and Vic. Gleeson to decide the heavyweight championship of way Sheds, Enfield.

of the Per. Way. In addition, Tom Sullivan, runner up in the lightweight division, wishes to box his victor, Grant, the best of ten rounds for a trophy. If the above men are willing, these championships can be arranged to take place six weeks from to-night (Thursday). If convenient, the above lads are requested to be at the Gaiety on Saturday night next, at 8 o'clock. on Saturday night next, at 8 o'clock.

A Successful Rupture Treatment.

The success of the Dr. J. A. Sherman Treatment for the cure of rupture has called forth a sudden and spurious crop of imitations, which, like all counter-feits, fall very far short of the original. The monetary loss of patients who are induced to become purchasers of these imitation devices is of trifling importance when compared with the damage to their health which will be almost to their health which will be almost sure to result from their use. There is no imitation of the Dr. Sherman Treatment upon which the slightest dependence can be placed. Mr. A. W. dependence can be placed. Mr. A. W. Martin is the sole controller in Australasia of the treatment, and any offer to supply a treatment in substitution, "just as good," is in the nature of a

Sufferers from rupture in any form, whether in the initial or chronic stage, will do well to write to the Controller for Australasia, Mr. A. W. Martin, Dept. R, Gibbs' Chambers, 7 Moore Street, Sydney, when full particulars of the treatment will be sent them per return of post. If it is in any way possible the patient should call and consult Mr. Martin personally, as this plan is generally preferable to writing. In any event no charge will be made unless the Dr. Sherman Treatment is adopted.

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Railways.

APPOINTMENTS.

APPOINTMENTS.

Locomotive Branch.—Gasfitter: John Crawley, Sydney. Brass Finisher: Charles Scarle, Eveleigh. Shop Boys: Leslie H. Cross, Herman Hazelbush, Eveleigh. Apprentices: Albert McDermid, John Cudmore, Leonard Vermeesch, Richard Swanson, Eveleigh. Steam Hammer Boy: Frederick Kingsbury, Eveleigh. Boy Laborer: Thomas O'Gradv, Eveleigh. Machinist: Walter McKay, Eveleigh. Fuelmen: Sidney Gouge, Cowra; Walter D. Smith, Goulburn. Cleaner: Hugh Maguire, Cootamundra. Call Boys: George Edwards, Junee; William Tooby. Bathurst; Joseph Sprouster, Wallerawang; Cleve Crowe, Wellington; Frank Sainsbury, David W. Martin, David J. Thorburn, Goulburn. Firelighter: Henry Bullock, Bathurst.

Permanent Way Branch.—Fettlers: George Burton, Bogan Gate to Tullamore: William Hutchings, Narrandera to Finley; Getorge Fuller, Temora to Ariah Park. Laborer: Uriah Harper, Southern Division. Messenger: Eric Ferguson, Goulburn.—Porters: Arthur

Ferguson, Goulburn.

Traffic Branch.—Porters: Arthur Stapleton, Nowra; Thomas J. Williams, Eskbank; Alexander McNeil, Penrith; James W. Smith, Cowra; Edward Smith, Greenthorpe. Postal Assistant: Patrick J. Cummins, Men-angle. Gatekeepers: Ada Harvey, Dubbo; Ellen Page, Blayney. Proba-tioners: Alfred H. Benham. Dubbo; William H. Tildsly, Picton; Roy Humphries, Sydenham; Thomas A. Smith, Albion Park. Attendant: Rosetta Newton, Cargo Road.

Electrical Branch.—Switchers: William Argaet Thomas Jacobs, Sydney. PROMOTIONS.

Locomotive Branch.—Lifters' Assistant to Lifter: William Neal, Eveleigh. Shop Boy to Cleaner: Studley W. Hart, Eveleigh to Hornsby. Fitters' Laborer to Pumper: Arthur McCann, Cowra. Cleaner to Fireman: Ralph Hutchinson, Harden to Goulburn. Call Boys to Cleaners: Ralph Stormont, Junee; Harold Masters, Nyngan, Boilermakers' Helper to Gland Packer; William Field, Eskbank, Fuelman to Storeman: William Peters, Orange.
Permanent Way Branch.—Fettler to

Ganger: Henry Bates, Junee to Hay.

Traffic Branch.—Shunter to Goods Traffic Branch.—Shunter to Goods Guard: James Sheedy, Junee. Assistant Guard to Goods Guard: John Yeatman, Milson's Point Sydney. Porters to Shunters: Frederick G. Knight Cootamundra; William Millis, Temora to Junee; Denis Minehan, Hornsby; Alfred R. Debnam, Goulburn; Roland Harrison, Waterfall; Henry S. Powell, Hornsby; Sidney W. Richardson, Grenfell to Eskbank. Porter to Tram Guard: Arthur J. Hyslop, Yass Town. Junior Porters to Porters; Arthur E. Jones, Sydney; George Boyd, Sydney to Metropolitan Relief; Harold Bailey, Scarborough to Metropolitan Relief; John Cliff. Katoomba to Woodstock; Richard H. Cooper, Katoomba to Eskbank. Probationers to Junior Porters: John M. Bath, Wagga; Robert Moraghan, Picton; Robert R. Parkinson, Albion Park to Bulli; John J. Noonan, Lithgow to Cowra; Albert J. Harris, Ingleburn.

Electrical Branch.—Probationers to Junior Operators: John O'Brien, Syd-

Electrical Branch.—Probationers to Junior Operators: John O'Brien, Syd-ney; George Mutch, Sydney to Coota-

RESIGNED OR LEFT THE SERVICE.

Locomotive Branch.—Apprentices: Richard Bergan, David Bowtell, Vivian Farnsworth, William Weedon, John Young, Thomas J. Harrison, Eveleigh. Painter: Charles Eakins, Eveleigh. Fuelman: John Martin, Orange. Lifters' Assistant: Albert Jones, Bath-

Permanent Way Branch.—Ganger: Joseph Thomas, The Rock to Lockhart. Fettlers: Hugh Goodwin, Darling Harbor; William Hildebrand, Temora to Ariah Park; Percy Higham, Ariah Park to Barellan.

Ariah Park to Barellan.

Traffic Branch.—Shunter: Oswald J.
Retallack, Clyde Yards. Porter: Cecil
W. Taplin, Brewarrina. Junior Porter: Albury R. Dawson, Orange. Gatekeepers; Jean F. McCormick, Dubbo;
Reginald C. Sommerville, Dubbo; Peter Beaton, Thirroul; Annie Wood,
Berry Wf

Interlocking Branch.-Heater: John

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CAR AND WAGGON LIFTERS. Claims and Conditions.

A Wages Board was constituted at the instigation of the Coach and Car Builders' Society last Arpil, but has not yet sat. The carriage and waggon lifters, who are members of the Amalgament of Association, have asked the gamated Association, have asked the Council to place their claims before this Board. Some time ago the Council wrote to the Coach and Car Builders' Association, seeking information as to when the Board would sit, but only received a curt acknowledgment. Coach and waggon lifters, members of the Amalgamated Association, are now invited to carefully scrutinise these claims, and to forward any suggestions or amendments they may think necessary. They should also forward a statement of the evidence they are prepared to give in support of the improvements they are seeking. The appended claims are the outcome of suggestions by a special committee for which Mr. Garland, of Eveleigh,

acted as secretary:-1. Men in charge fitting metal lined bearings, begie repairs, and car and waggon rolling stock repairs generally, to be classified as rolling stock fitters, the minimum rates of wages to be as follows:—

be as follows:—

1st year 8/8 per day.
2nd year 9/2 per day.
3rd year 10/- per day.
2. Men employed on miscellaneous fitting and brass-finishing, to be classified as brass finishers, and to be paid at the rate of 10/8 per day.
3. Men employed marking, tapping, and fitting axle boxes to be classified as axle box fitters, to be paid at the rate of 10/ per day.

4. Hours: 48 hours to constitute a week's work.

5. Overtime.—All the time worked

5. Overtime.—All the time worked before or after the hours mentioned in clause 45 shall be overtime, and shall be paid at the following rates:—From Monday to Friday, double time for the

first two hours, then time and a half till starting time next morning. On Saturday double time from knock-off time till starting time on Monday

6. Employees acting in higher grades.—Any employee relieving another in a higher grade shall be paid the minimum in such grade, during the period of such relief.

7. Accident Pay.—Employees injured in the pereformance of their duties thall he period of the pereformance of their duties.

shall be paid full wages during the pe riod of their incapacity, where such accident is not contributed to by their own negligence, and in all such cases where the Department require a doctor's certificate, such certificate shall be paid for by the Chief Commissioner. All other employees injured on duty shall be paid half their ordinary wages during the period of their inca-

Existing Rates and Privilege No employee who at the date of this award is in receipt of pay at a higher rate than herein fixed, shall have his pay reduced merely as a consequence of this award. The following privileges already existing shall be continued, namely:—

1. Every employee who has been employed for six months or more shall be entitled to:

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

(b) A pass for himself and his wife over the railways of any State in the Commonwealth once a year.

(c) Four privilege passes during the year, which may be used by nis wife.

(d) A season ticket at half the or-dinary rate from the station nearest

his work.

(e) If employed in the country, a pass once a month for himself, or his wife, or housekeeper to and from the nearest town, and to the free carriage of two hundredweight of goods

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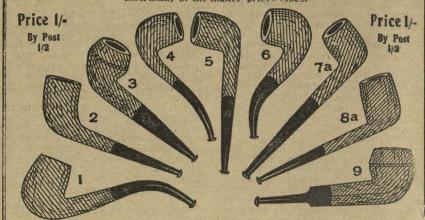
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THE BEST AUSTRALIAN BOOK. WHY DOHERTY DIED (New Edition.) Humorous Budgeree Ballads by Thos. B. Spencer, author of "How McDougall Topped the Score,"
"The Spring Cleaning." With 6 full-page illustrations by J. F. Scott. Illustrated Paper Cover, I/e
(post free, I/4.) The author of "How McDougall Topped the Score" has again vindicated his title
to be considered one of Australia's best versifiers. The "Budgeree Ballads" ripple with closer merriment all the way through, and should be welcomed by those on the lookout for good humorous
recitations. In the new edition the name of the book has been altered to "Why Doherty Died,"
owing to some confusion regarding the meaning and scope of the first title.

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